

New York City Transit

**MTA New York City Transit
2009 Final Proposed Budget
November Financial Plan 2009 – 2012**

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 6,500 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;
- a bus system of more than 4,400 buses operating approximately 101 million revenue vehicle miles per year on 208 local and 36 express routes in all five boroughs and
- Access-a-Ride, a paratransit service that operates throughout the City under private contractors to serve persons whose disabilities preclude their use of bus and subway services.

The 2009 Final Proposed Budget and projections for the years 2010-2012 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 operational efficiencies -- Programs to Eliminate the GAP (PEGs) -- 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 efficiency.

Additional efforts are underway to establish and implement initiatives in order to meet key MTA priorities. The seven key MTA priorities, the NYCT goals established to meet these priorities and corresponding examples of initiatives are as follows:

Customer Service

- **Improve Service Reliability**
 1. Subway SMS procedures on elevators and escalators
 2. Bus development of SMS for Hybrid bus fleet
- **Enhance the Customer Environment**
 1. Develop action plan to address Express Bus Rider Report Card concerns
- **Provide Transportation Services for Persons with Disabilities**
 1. Award multi-year paratransit contracts for Access-a-Ride service

Financial Stability

- **Improve Efficiency of Administrative and Support Functions**
 1. Achieve economies in the purchase of light duty vehicles
- **Improve Productivity of Subway and Bus Operations**
 1. Meet reduction targets on various inventory/non inventory material consumables
 2. Develop and implement an effective fare evasion program including partnering with NYPD

Institutional Transformation

- **Increase Integration Between NYCT and Other Agencies**
 1. Support MTA efforts to achieve a Regional Bus Company

Projects/Planning

- **Implement New Services**
 1. Feasibility Study: Circulation Improvements at Grand Central
 2. Implement Select Bus Service (BRT)
- **Improve Service Management and Customer Information**
 1. Make determination on functionality of bus AVL (Automated Vehicle Locator) system

Safety/Security

- **Reduce Customer Injuries**
 1. Reduce subway fires
 2. Develop bus plan to limit PTSB (Public Transportation Safety Board) fires on service vehicles
- **Reduce Employee Accidents**
 1. Conduct joint union/management safety audits
 2. Roll out injury-on-duty refresher training to all TWU represented employees
- **Improve Security**
 3. Complete installation of up to 400 bus cameras

Sustainability

- **Improve Air Quality**
 1. Implement ECO Driving Program
- **Implement "Green" Design and Construction Principles**
 1. Rebuild Mother Clara Hale Depot
- **Reduce Energy Consumption**
 1. Expand recycling program
 2. Complete bio-diesel test at West Farms Depot

Workforce Development

- **Improve Employee/Management Relations**
 1. Sponsor four bus operator action committee meetings
 2. Provide employee quality-of-life improvements at DOB work facilities
- **Enhance Employee Training and Development**
 1. Identify anticipated retirements within senior ranks and plan for succession

2008 November Forecast-Baseline

MTA NYC Transit's 2008 November Forecast includes total expenses before depreciation, other post-employment benefits and environmental remediation expenses of \$6,792.0 million, consisting of \$5,916.8 million of non-reimbursable expenses and \$875.2 million of reimbursable expenses. Total revenues are projected to be \$4,200.8 million, of which \$3,325.6 million are operating revenues and \$875.2 million are capital reimbursements. Total baseline full-time and full-time equivalent positions are 49,290 (43,637 non-reimbursable positions and 5,653 reimbursable positions).

The 2008 baseline net cash deficit is projected to decrease by \$49.3 million from the 2008 Mid-Year Forecast. Major cash changes include:

- A reduction in pension expenditures of \$82.3 million as certain NYCERS lump-sum payments will not be made at this time.
- An improvement in farebox revenue of \$37.4 million due mostly to higher subway and bus ridership.
- A favorable rescheduling of expenses of \$25.1 million to 2009 including station painting contracts, purchases of non-revenue support vehicles and paratransit sedans for service, a delayed award for R62 converter replacements, roof replacements and some bus shop program maintenance requirements.
- A deferral of \$75.0 million of capital reimbursements to 2009 due primarily to the timing of availability of Capital Program funding.
- Public liability payment overruns of \$10.1 million due mostly to higher than anticipated jury awards and settlements.

Reimbursable expenses are projected to increase in 2008 by \$6.5 million due largely to an increase in reimbursable overhead rates. This expense increase is offset by a corresponding reimbursement increase.

Total baseline positions are projected to increase by 43, due mostly to increased reimbursable requirements of 51 positions (36 full-time, 15 part-time equivalents) largely for MTA Bus traffic checking support.

Programs to Eliminate the GAP (PEGs): 2008

The 2008 impact of 2009 Programs to Eliminate the GAP, presented below the baseline on the attached financial tables and described later in the report, is a projected deficit reduction of \$9.9 million.

2009 Final Proposed Budget-Baseline

MTA NYC Transit's 2009 Final Proposed Budget includes total expenses before depreciation and other post-employment benefits of \$7,140.2 million, consisting of \$6,245.6 million of non-reimbursable expenses and \$894.6 million of reimbursable expenses. Total revenues are projected to be \$4,213.0 million, of which \$3,318.4 million are operating revenues and \$894.6 million are capital reimbursements. Total baseline full-time and full-time equivalent positions are 49,544, including 44,113 non-reimbursable positions and 5,431 reimbursable positions.

The 2009 baseline net cash deficit is projected to increase by \$2.6 million from the July Preliminary Budget. Major cash variances include:

- A projected increase in paratransit costs of \$50.0 million including:
 1. Cost increases resulting from new vendor contracts of \$28.8 million primarily in the areas of fixed costs and maintenance costs.
 2. Cost increases of \$9.2 million for new vendor mobilization.
 3. Financial plan re-estimates/corrections resulting in an increase of \$9.1 million.
 4. A cost increase of \$2.9 million due to higher ridership.
- Projected increase in inflation assumptions (primarily labor) resulting in an expense increase of \$25.1 million.
- An unfavorable rescheduling of expenses of \$24.6 million from 2008 including station painting contracts, purchases of non-revenue support vehicles and paratransit sedans for service, a delayed award for R62 converter replacements, roof replacements and some bus shop program maintenance requirements.
- A favorable deferral from 2008 to 2009 of \$75.0 million of capital reimbursements due primarily to the timing of availability of Capital Program funding.
- A re-estimate of bus/heating fuel expenses result in a reduction of \$11.6 million.
- An increase in reimbursable overhead rates based upon higher reimbursable costs results in an increase in non-reimbursable expense credits of \$7.0 million.

Reimbursable expenses are projected to increase in 2009 by \$28.8 million due mostly to increased reimbursable overhead rates and project support for tunnel lighting, critical signal safety, SIR fleet maintenance, signage, Orion vendor inspectors and MTA Bus traffic checkers. This increase is offset by a corresponding reimbursement increase.

Total baseline positions are projected to increase by 302, including a non-reimbursable increase of 158 and a reimbursable increase of 144. The non-reimbursable increase includes 95 from overtime adjustments and 67 for a fourth Staten Island depot. The reimbursable increase includes 53 for tunnel lighting, 50 for MTA Bus traffic checkers and 35 for SIR fleet maintenance.

Programs to Eliminate the GAP (PEGs): 2009

The 2009 Programs to Eliminate the GAP, presented below the baseline on the attached financial tables and described later in the report, are projected to yield a deficit reduction of \$61.0 million in 2009.

2010-2012 Projections-Baseline

Baseline net cash deficits are projected to increase by \$118.2 million in 2010, \$114.3 million in 2011 and \$147.1 million in 2012 from the July Financial Plan. Major cash changes include:

- Projected increases in paratransit costs of \$56.8 million in 2010, \$40.6 million in 2011 and \$34.0 million in 2012 including:
 1. Cost increases resulting from new vendor contracts of \$35.9 million in 2010, \$32.7 million in 2011 and \$34.4 million in 2012 primarily in the areas of fixed costs and maintenance costs.
 2. Cost increases of \$3.1 million in 2010 and \$2.0 million in 2012 for new vendor mobilization.
 3. Financial plan re-estimates/corrections resulting in increases of \$14.4 million in 2010, \$3.7 million in 2011 and a decrease of \$3.0 million in 2012.
 4. Cost increases of \$3.4 million in 2010, \$4.2 million in 2011 and \$0.6 million in 2012 due to higher ridership.
- Projected increases in inflation assumptions (primarily labor) resulting in expense increases of \$33.5 million in 2010, \$47.0 million in 2011 and \$56.2 million in 2012.
- Projected increases in bus/heating fuel expenses of \$16.3 million in 2010, \$21.3 million in 2011 and \$44.4 million in 2012.
- A projected increase in electric power costs of \$15.1 million in 2012.
- A reduction of \$13.9 million of farebox revenue in 2010 based upon conservative economic/employment projections.

Reimbursable expenses are projected to increase by \$25.7 million in 2010, \$10.3 million in 2011 and \$12.9 million in 2012. The 2010 increase was due mostly to increased reimbursable overhead rates and project support for tunnel lighting, critical signal safety, SIR fleet maintenance, signage and MTA Bus traffic checkers. The increases in 2011 and 2012 were mostly due to increased reimbursable overhead rates. These expense increases are offset by corresponding reimbursement increases.

Total baseline positions are projected to increase by 264 in 2010, 197 in 2011 and 248 in 2012 including non-reimbursable increases of 184 in 2010, 180 in 2011 and 263 in 2012. The non-reimbursable increases included 95 from overtime adjustments each year and 67 each year for a fourth Staten Island depot.

Programs to Eliminate the GAP (PEGs): 2010-2012

The 2009 Programs to Eliminate the GAP, presented below the baseline on the attached financial tables, are described below. PEGs are projected to yield deficit reductions of \$61.9 million in 2010, \$69.3 million in 2011 and \$59.1 million in 2012.

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

GAP CLOSING MEASURES

2009 Program 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 actions and operating efficiencies.

2008 November Forecast

In 2008, PEG savings are projected at \$9.9 million, including 109 end-of-year position reductions. Major contributors include:

- Maintenance savings of \$6.7 million and 67 position reductions including: Subways savings of \$3.5 million and 67 position reductions (efficiencies in terminal car cleaning, station track cleaning, RTO and Car Equipment, SONET/ATM maintenance reductions); Buses savings of \$3.0 million (MCI and bus facility maintenance economies) and \$0.3 million of agency-wide non-revenue vehicle savings from adjusting the replacement cycle.
- Service support/other savings of \$1.4 million with 21 position reductions including: savings of revenue collection/processing efficiencies with savings of \$1.3 million and 20 position reductions and traffic checking efficiencies saving \$0.2 million and 1 position.
- Administrative savings of \$1.8 million and 15 position reductions including Subways (\$1.0 million savings, 13 position reductions) and administrative/support department savings of \$0.8 million and 2 position reductions.

2009 (Final Proposed Budget) - 2012

PEG savings and position reductions are projected as follows: 2009=\$61.0 million, 512; 2010=\$61.9 million, 543; 2011=\$69.3 million, 578 and 2012=\$59.1 million, 515. Major highlights include:

- Maintenance savings and position reductions are projected as follows: 2009=\$39.4 million, 328; 2010=\$36.5 million, 332; 2011=\$43.7 million, 367 and 2012=\$33.5 million, 304. Major highlights include:
 1. Based on updated projections of new bus deliveries, it has been determined that the number of Buses undergoing 12-year maintenance upgrades, which are used to extend the useful life of a bus, can be reduced, resulting in savings of \$9.1 million in 2009, \$5.6 million in 2010, \$12.8 million in 2011 and \$2.2 million in 2012.
 2. Bus general vehicle maintenance efficiencies, including changed maintenance practices, are projected to achieve savings of \$4.3 million in 2009 and \$7.8 million for each subsequent year.
 3. Subways increased productivity in maintenance and overhaul shops and general vehicle maintenance efficiencies are expected to result in savings in each year of \$6.0 million.
 4. Based on the results to date of an ongoing pilot program, it has been determined that resources currently provided to maintain scratch-free glass on the #1 and L lines can be reduced, resulting in savings of \$3.5 million each year.
 5. Similarly, modifications to a pilot to clean in-service subway cars at both terminals of the line (#7 and L lines) are expected to result in savings of \$1.8 million each year.
 6. A reduction in material consumption by Department of Buses is projected to save \$1.3 million each year.
 7. With the replacement of "B" division cars with R160 cars, track testing for these cars will no longer be required, resulting in savings of \$1.1 million each year.
 8. Bus facility maintenance economies are expected to achieve savings for each year of \$1.1 million.
 9. A reduction in MCI bus overhauls is projected to save \$1.5 million in 2009, \$0.8 million in 2010, \$1.0 million in 2011 and \$1.1 million in 2012.
 10. Increased Bus supervisory productivity is expected to save \$1.1 million each year.

- Service support/other savings and position reductions are projected as follows: 2009=\$12.1 million, 115; 2010=\$13.0 million, 117; and 2011/2012=\$13.2 million, 117. Major contributors include:
 1. Elimination of the Work Experience Program (WEP) is expected to result in \$2.6 million of savings each year.
 2. Better monitoring and management of the bus depot Extra List (relief workforce) will enable efficiency savings of \$2.1 million each year.
 3. Traffic checking efficiencies are projected to save \$0.7 million in 2009, \$1.7 million in 2010 and \$1.9 million for 2011-2012.
 4. Efficiencies in an RTO safety initiative that began in 2007 are expected to result in savings each year of \$1.6 million.
 5. Reductions in platform controllers are expected to achieve savings each year of \$1.0 million.

- Administration savings and position reductions are projected as follows: 2009=\$9.6 million, 58; and 2010-2012=\$12.4 million, 61. Major contributors include:
 1. A renegotiation of NYCT's prescription drug contract is projected to achieve savings of \$2.5 million in 2009 and \$5.0 million in subsequent years.
 2. Subways/EMD administrative savings are projected to be \$3.9 million for each year.
 3. Buses administrative savings are projected to be \$1.5 million for each year.
 4. Administrative/support departments administrative savings are planned to be \$1.7 million in 2009 and \$2.0 million for each subsequent year.

MTA New York City Transit
November Financial Plan 2009 - 2012
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE

	2007	2008	2009			
	Actuals	November Forecast	Final Proposed Budget	2010	2011	2012
Revenue						
Farebox Revenue:						
Subway	\$2,030.0	\$2,172.3	\$2,154.2	\$2,162.1	\$2,193.5	\$2,227.3
Bus	772.3	802.6	795.6	801.6	813.0	825.6
Paratransit	9.5	11.5	13.3	15.3	17.6	20.2
Fare Media Liability	43.6	44.0	47.1	47.8	48.1	48.2
Total Farebox Revenue	2,855.4	3,030.4	3,010.1	3,026.7	3,072.2	3,121.3
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue:						
Fare Reimbursement	103.8	102.6	103.8	103.8	103.8	103.8
Paratransit Reimbursement	102.3	88.2	93.7	105.3	121.0	140.8
Other	97.9	104.5	110.8	116.2	121.5	126.2
Total Other Operating Revenue	303.9	295.2	308.3	325.2	346.2	370.8
Capital and Other Reimbursements	0.0	0.0	0.0	0.0	0.0	0.0
Total Revenue	\$3,159.3	\$3,325.6	\$3,318.4	\$3,351.9	\$3,418.4	\$3,492.1
Expenses						
Labor:						
Payroll	2,628.7	2,769.1	2,860.0	2,941.8	3,004.1	3,046.9
Overtime	265.6	252.6	250.1	255.2	261.4	267.0
Total Salaries & Wages	2,894.3	3,021.6	3,110.1	3,197.0	3,265.5	3,313.9
Health and Welfare	404.3	455.5	504.2	550.6	597.2	646.1
OPEB Current Payment	204.6	241.6	261.9	284.5	311.9	341.8
Pensions	595.7	683.5	688.0	662.7	631.8	629.6
Other Fringe Benefits	241.5	257.0	260.4	270.0	279.1	283.0
Total Fringe Benefits	1,446.1	1,637.6	1,714.5	1,767.9	1,820.0	1,900.5
Reimbursable Overhead	(168.6)	(188.1)	(200.2)	(193.1)	(185.4)	(187.2)
Total Labor Expenses	\$4,171.8	\$4,471.1	\$4,624.4	\$4,771.8	\$4,900.1	\$5,027.2
Non-Labor:						
Traction and Propulsion Power	160.6	171.3	192.8	227.0	242.8	259.7
Fuel for Buses and Trains	124.4	204.5	218.1	197.1	193.0	209.2
Insurance	37.3	42.2	48.9	56.0	64.1	73.5
Claims	71.4	84.6	76.5	78.5	78.5	78.5
Paratransit Service Contracts	233.2	284.3	366.4	422.9	481.3	561.2
Mtce. and Other Operating Contracts	186.3	228.9	240.1	260.3	268.2	276.1
Professional Service Contracts	80.5	87.3	99.0	93.8	97.8	99.7
Materials & Supplies	291.5	299.3	334.1	359.5	374.2	361.2
Other Business Expenses	40.7	43.3	45.3	46.6	47.3	47.9
Total Non-Labor Expenses	\$1,225.7	\$1,445.7	\$1,621.2	\$1,741.5	\$1,847.2	\$1,967.0
Other Expense Adjustments:						
Other	0.0	0.0	0.0	0.0	0.0	0.0
Total Other Expense Adjustments	0.0	0.0	0.0	0.0	0.0	0.0
Total Expenses before Depreciation, OPEB, ER	\$5,397.5	\$5,916.8	\$6,245.6	\$6,513.3	\$6,747.2	\$6,994.2
Depreciation	1,061.1	1,109.3	1,185.2	1,266.5	1,321.5	1,376.5
OPEB Obligation	991.3	1,009.5	1,055.4	1,098.9	1,144.8	1,191.6
Environmental Remediation	0.0	18.0	0.0	0.0	0.0	0.0
Total Expenses	\$7,449.9	\$8,053.6	\$8,486.2	\$8,878.7	\$9,213.5	\$9,562.3
Baseline Net Surplus/(Deficit)	(\$4,290.6)	(\$4,728.0)	(\$5,167.8)	(\$5,526.7)	(\$5,795.1)	(\$6,070.2)
2009 Program to Eliminate the Gap	0.0	9.9	61.0	61.9	69.3	59.1
Post-2009 Program to Eliminate the GAP (Unspecified)	0.0	0.0	0.0	59.6	119.2	178.8
Net Surplus/(Deficit)	(\$4,290.6)	(\$4,718.1)	(\$5,106.8)	(\$5,405.2)	(\$5,606.6)	(\$5,832.2)
Business Service Center	0.0	0.0	0.0	0.0	10.8	35.9

MTA New York City Transit
November Financial Plan 2009 - 2012
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE

	2007	2008	2009	2010	2011	2012
	Actuals	November Forecast	Final Proposed Budget			
Revenue						
Farebox Revenue	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	0.0	0.0	0.0	0.0	0.0	0.0
Capital and Other Reimbursements	829.3	875.2	894.6	870.1	847.9	861.1
Total Revenue	\$829.3	\$875.2	\$894.6	\$870.1	\$847.9	\$861.1
Expenses						
Labor:						
Payroll	348.2	370.6	392.2	382.2	372.4	376.7
Overtime	71.1	74.9	63.5	63.6	64.3	65.7
Total Salaries & Wages	419.4	445.5	455.6	445.8	436.7	442.4
Health and Welfare	19.9	20.7	22.4	24.0	25.7	27.5
OPEB Current Payment	0.0	0.0	0.0	0.0	0.0	0.0
Pensions	15.3	17.7	17.8	17.7	17.4	17.5
Other Fringe Benefits	89.8	98.6	102.1	98.4	94.8	95.7
Total Fringe Benefits	125.0	137.0	142.2	140.0	137.9	140.6
Reimbursable Overhead	168.6	188.1	200.2	193.1	185.4	187.2
Total Labor Expenses	\$713.0	\$770.5	\$798.1	\$779.0	\$760.1	\$770.2
Non-Labor:						
Traction and Propulsion Power	0.0	0.0	0.0	0.0	0.0	0.0
Fuel for Buses and Trains	0.1	0.0	0.0	0.0	0.0	0.0
Insurance	0.0	0.0	0.0	0.0	0.0	0.0
Claims	0.0	0.0	0.0	0.0	0.0	0.0
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0	0.0
Mtce. and Other Operating Contracts	38.1	35.8	29.1	28.8	28.8	28.8
Professional Service Contracts	17.0	16.5	15.5	15.4	15.3	16.4
Materials & Supplies	61.2	52.4	51.6	46.6	43.4	45.4
Other Business Expenses	(0.1)	(0.1)	0.3	0.3	0.3	0.3
Total Non-Labor Expenses	\$116.2	\$104.6	\$96.5	\$91.1	\$87.8	\$90.9
Other Expense Adjustments:						
Other	0.0	0.0	0.0	0.0	0.0	0.0
Total Other Expense Adjustments	0.0	0.0	0.0	0.0	0.0	0.0
Total Expenses before Depreciation	\$829.3	\$875.2	\$894.6	\$870.1	\$847.9	\$861.1
Depreciation	0.0	0.0	0.0	0.0	0.0	0.0
Total Expenses	\$829.3	\$875.2	\$894.6	\$870.1	\$847.9	\$861.1
Baseline Net Surplus/(Deficit)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
2009 Program to Eliminate the Gap	0.0	0.0	0.0	0.0	0.0	0.0
Post-2009 Program to Eliminate the GAP (Unspecified)	0.0	0.0	0.0	0.0	0.0	0.0
Net Surplus/(Deficit)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Business Service Center	0.0	0.0	0.0	0.0	0.0	0.0

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(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE	2007	2008	2009			
	Actuals	November Forecast	Final Proposed Budget	2010	2011	2012
Revenue						
Farebox Revenue:						
Subway	\$2,030.0	\$2,172.3	\$2,154.2	\$2,162.1	\$2,193.5	\$2,227.3
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Paratransit	9.5	11.5	13.3	15.3	17.6	20.2
Fare Media Liability	43.6	44.0	47.1	47.8	48.1	48.2
Total Farebox Revenue	2,855.4	3,030.4	3,010.1	3,026.7	3,072.2	3,121.3
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue:						
Fare Reimbursement	103.8	102.6	103.8	103.8	103.8	103.8
Paratransit Reimbursement	102.3	88.2	93.7	105.3	121.0	140.8
Other	97.9	104.5	110.8	116.2	121.5	126.2
Total Other Operating Revenue	303.9	295.2	308.3	325.2	346.2	370.8
Capital and Other Reimbursements	829.3	875.2	894.6	870.1	847.9	861.1
Total Revenue	\$3,988.5	\$4,200.8	\$4,213.0	\$4,222.0	\$4,266.3	\$4,353.2
Expenses						
Labor:						
Payroll	2,977.0	3,139.6	3,252.2	3,324.1	3,376.5	3,423.6
Overtime	336.7	327.5	313.5	318.8	325.7	332.7
Total Salaries & Wages	3,313.7	3,467.1	3,565.7	3,642.9	3,702.2	3,756.3
Health and Welfare	424.2	476.2	526.5	574.6	622.8	673.6
OPEB Current Payment	204.6	241.6	261.9	284.5	311.9	341.8
Pensions	611.0	701.2	705.8	680.4	649.2	647.0
Other Fringe Benefits	331.3	355.6	362.5	368.4	373.9	378.7
Total Fringe Benefits	1,571.1	1,774.6	1,856.7	1,907.9	1,957.9	2,041.1
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0	0.0
Total Labor Expenses	\$4,884.8	\$5,241.7	\$5,422.4	\$5,550.8	\$5,660.1	\$5,797.4
Non-Labor:						
Traction and Propulsion Power	160.6	171.3	192.8	227.0	242.8	259.7
Fuel for Buses and Trains	124.4	204.5	218.1	197.1	193.0	209.2
Insurance	37.3	42.2	48.9	56.0	64.1	73.5
Claims	71.4	84.6	76.5	78.5	78.5	78.5
Paratransit Service Contracts	233.2	284.3	366.4	422.9	481.3	561.2
Mtce. and Other Operating Contracts	224.4	264.6	269.2	289.1	297.0	304.8
Professional Service Contracts	97.6	103.9	114.5	109.2	113.1	116.1
Materials & Supplies	352.7	351.7	385.7	406.1	417.6	406.6
Other Business Expenses	40.6	43.2	45.6	46.9	47.6	48.2
Total Non-Labor Expenses	\$1,341.9	\$1,550.3	\$1,717.8	\$1,832.6	\$1,935.0	\$2,057.8
Other Expense Adjustments:						
Other	0.0	0.0	0.0	0.0	0.0	0.0
Total Other Expense Adjustments	0.0	0.0	0.0	0.0	0.0	0.0
Total Expenses before Depreciation, OPEB, ER	\$6,226.7	\$6,792.0	\$7,140.2	\$7,383.4	\$7,595.1	\$7,855.2
Depreciation	1,061.1	1,109.3	1,185.2	1,266.5	1,321.5	1,376.5
OPEB Obligation	991.3	1,009.5	1,055.4	1,098.9	1,144.8	1,191.6
Environmental Remediation	0.0	18.0	0.0	0.0	0.0	0.0
Total Expenses	\$8,279.2	\$8,928.8	\$9,380.8	\$9,748.8	\$10,061.4	\$10,423.3
Baseline Net Surplus/(Deficit)	(\$4,290.6)	(\$4,728.0)	(\$5,167.8)	(\$5,526.7)	(\$5,795.1)	(\$6,070.2)
2009 Program to Eliminate the Gap	0.0	9.9	61.0	61.9	69.3	59.1
Post-2009 Program to Eliminate the GAP (Unspecified)	0.0	0.0	0.0	59.6	119.2	178.8
Net Surplus/(Deficit)	(\$4,290.6)	(\$4,718.1)	(\$5,106.8)	(\$5,405.2)	(\$5,606.6)	(\$5,832.2)
Business Service Center	0.0	0.0	0.0	0.0	10.8	35.9

MTA New York City Transit
November Financial Plan 2009 - 2012
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS & EXPENDITURES

	2007	2008	2009	2010	2011	2012
	Actuals	November Forecast	Final Proposed Budget			
Receipts						
Farebox Revenue	\$2,868.8	\$3,040.5	\$3,014.8	\$3,028.6	\$3,074.1	\$3,123.2
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue:						
Fare Reimbursement	103.8	102.6	103.8	103.8	103.8	103.8
Paratransit Reimbursement	101.6	88.6	93.8	105.2	120.8	140.7
Other	106.7	147.8	113.0	118.5	123.7	128.3
Total Other Operating Revenue	312.1	339.0	310.6	327.4	348.3	372.8
Capital and Other Reimbursements	806.4	819.3	990.6	874.7	852.0	857.8
Total Receipts	\$3,987.3	\$4,198.9	\$4,316.0	\$4,230.8	\$4,274.5	\$4,353.8
Expenditures						
Labor:						
Payroll	2,957.5	3,124.9	3,234.5	3,300.5	3,352.1	3,389.0
Overtime	335.5	325.9	311.8	316.5	323.3	329.4
Total Salaries & Wages	3,293.0	3,450.9	3,546.3	3,617.1	3,675.4	3,718.4
Health and Welfare	417.3	480.6	523.2	571.0	619.0	669.5
OPEB Current Payment	204.6	241.6	261.9	284.5	311.9	341.8
Pensions	649.6	573.3	698.4	691.7	656.4	647.7
Other Fringe Benefits	294.5	309.0	316.9	323.5	329.0	333.6
Total Fringe Benefits	1,566.0	1,604.5	1,800.4	1,870.7	1,916.4	1,992.6
GASB Account	61.4	39.7	41.2	42.3	43.4	44.3
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0	0.0
Total Labor Expenditures	\$4,920.4	\$5,095.0	\$5,387.9	\$5,530.1	\$5,635.2	\$5,755.3
Non-Labor:						
Traction and Propulsion Power	165.5	171.3	192.8	227.0	242.8	259.7
Fuel for Buses and Trains	124.1	204.5	218.1	197.1	193.0	209.2
Insurance	34.3	38.8	49.0	56.5	66.9	74.3
Claims	59.4	71.8	59.4	60.9	62.4	64.0
Paratransit Service Contracts	231.3	279.8	361.4	417.9	476.3	556.2
Mtce. and Other Operating Contracts	230.9	273.6	279.9	299.8	307.7	315.5
Professional Service Contracts	96.2	99.9	109.5	104.2	108.1	111.1
Materials & Supplies	380.0	353.0	380.7	408.1	419.6	408.6
Other Business Expenditures	42.6	43.2	45.6	46.9	47.6	48.2
Total Non-Labor Expenditures	\$1,364.3	\$1,536.0	\$1,696.5	\$1,818.3	\$1,924.5	\$2,046.9
Other Expenditure Adjustments:						
Other	0.0	0.0	0.0	0.0	0.0	0.0
Total Other Expenditure Adjustments	0.0	0.0	0.0	0.0	0.0	0.0
Total Expenditures	\$6,284.7	\$6,631.0	\$7,084.5	\$7,348.4	\$7,559.7	\$7,802.2
Baseline Net Cash Deficit	(\$2,297.4)	(\$2,432.2)	(\$2,768.5)	(\$3,117.6)	(\$3,285.2)	(\$3,448.4)
2009 Program to Eliminate the Gap	0.0	9.9	61.0	61.9	69.3	59.1
Post-2009 Program to Eliminate the GAP (Unspecified)	0.0	0.0	0.0	59.6	119.2	178.8
Net Cash Deficit	(\$2,297.4)	(\$2,422.2)	(\$2,707.5)	(\$2,996.0)	(\$3,096.7)	(\$3,210.5)
Business Service Center	0.0	0.0	0.0	0.0	10.8	35.9

MTA New York City Transit
November Financial Plan 2009-2012
Year-To-Year Major Changes by Category-Baseline Narrative

TOTAL REVENUE/RECEIPTS

Farebox Revenue

- Projected annual changes in subway/bus farebox revenue through 2010 are based largely on conservative economic/employment projections with growth projected in subsequent years.
- Annual improvements in paratransit farebox revenue are based on an assumed annual ridership growth rate of 15%.
- Includes adjustments for expired MetroCards and the timing of cash receipts from counting and depositing, which can cause some fluctuations in cash received from year to year.

Other Operating Revenue

- Paratransit reimbursements include contractually-capped annual increases in NYC reimbursements that serve to partially fund the annual growth in paratransit expenses and urban tax revenue generated from commercial real estate transactions.
- Other revenues include annual increases mostly from advertising revenues based upon current contracts in place.
- 2008 includes non-recurring cash receipts of \$38.7 million representing a drawdown of prior years' accumulated Transit Adjudication Bureau funds originally scheduled for 2007.

Capital and Other Reimbursements

- Annual reimbursement levels fluctuate year-to-year based upon reimbursable expense levels driven mostly by capital project requirements.
- 2008 includes \$8.9 million of favorable timing of receipts originally anticipated to be received in 2007.
- Annual cash adjustments are included to recognize changes in the timing of receipts from year to year.

TOTAL EXPENSES/EXPENDITURES

Payroll

- 2009-2012 projections include primarily CPI-based rate increases as follows: 2009=2.94%, 2010=1.87%, 2011=2.23% and 2012=2.20%.
- 2008 includes \$5.2 million of unfavorable cash timing adjustments from 2007.

Overtime

- 2009-2012 payroll wage rate increase assumptions apply.

Health & Welfare

- Inflation assumptions (composite general inflators) are as follows: 2009=7.9% and 7.0% in subsequent years (annual employee plans); 9.2% each year (hourly employee plans).
- 2008 includes \$7.4 million of unfavorable cash timing adjustments from 2007.

Pension

- Projections are consistent with current actuarial information.
- Favorable cash adjustments are included in 2008, which are mostly offset by prepayments made in 2007.

Other Fringe Benefits

- Projections are consistent with payroll rate increase assumptions.
- 2008 includes \$0.4 million of unfavorable cash timing adjustments from 2007.

Traction and Propulsion Power

- The financial plan reflects projected weighted average New York Power Authority/Con Edison energy rate increases as follows: 2009=10.9%, 2010=17.7%, 2011=7.0% and 2012=7.0%.

Fuel for Buses and Trains

- The 2008 estimated average price per gallon of bus fuel is \$3.61, an increase of \$0.30 above the Mid-Year Forecast. Projected average prices per gallon are as follows: 2009=\$3.31, 2010=\$3.33, 2011=\$3.19 and 2012= \$3.39.

Insurance

- Inflation assumptions were provided by the MTA.
- 2008 includes \$13.2 million of favorable cash timing adjustments from 2007.

Claims

- The plan assumes an annual inflation rate of 2.5% for 2009 through 2012.
- 2008 includes \$3.7 million of favorable cash timing adjustments from 2007.

Paratransit Service Contracts

- The primary driver of expense increases is projected annual ridership growth of 15%.
- Cost-per-trip inflation projections reflect carrier contracts, which provide for annual rate increases based on CPI.
- 2008 includes a \$6.0 million unfavorable cash timing adjustment from 2007.

Maintenance and Other Operating Contracts

- 2009-2012 inflation assumptions are based upon Global Insight's estimates as follows: 2009=2.53%, 2010=2.02%, 2011=2.40% and 2012=2.39%.
- Facility power inflation assumptions are based on projected weighted average New York Power Authority/Con Edison energy rate increases as follows: 2009=10.9%, 2010=17.7%, 2011=7.0% and 2012=7.0%.
- 2008 includes a \$3.2 million unfavorable cash timing adjustment from 2007.

Professional Service Contracts

- 2009-2012 inflation assumptions are based upon Global Insight's estimates as follows: 2009=2.53%, 2010=2.02%, 2011=2.40% and 2012=2.39%.
- 2008 includes a \$1.9 million unfavorable cash timing adjustment from 2007.

Materials & Supplies

- 2009-2012 inflation assumptions are based upon Global Insight's estimates as follows: 2009=3.88%, 2010=4.58%, 2011=2.96% and 2012=2.17%.
- 2008 includes a \$0.4 million favorable cash timing adjustment from 2007.
- Non-reimbursable expense levels fluctuate year-to-year, primarily due to the timing of subway and bus fleet maintenance programs.

Other Business Expenses

- 2009-2012 inflation assumptions are based upon Global Insight's estimates as follows: 2009=2.53%, 2010=2.02%, 2011=2.40% and 2012=2.39%.

Depreciation (non-cash)

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

MTA New York City Transit
November Financial Plan 2009 - 2012
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

NON-REIMBURSABLE	Favorable/(Unfavorable)								
	2008	2009	Change 2009-2008	2010	Change 2010-2009	2011	Change 2011-2010	2012	Change 2012-2011
Revenue									
Farebox Revenue:									
Subway	\$2,172.3	\$2,154.2	(\$18.1)	\$2,162.1	\$7.9	\$2,193.5	\$31.4	\$2,227.3	\$33.8
Bus	802.6	795.6	(7.0)	801.6	6.0	813.0	11.5	825.6	12.5
Paratransit	11.5	13.3	1.8	15.3	2.0	17.6	2.3	20.2	2.6
Fare Media Liability	44.0	47.1	3.1	47.8	0.7	48.1	0.3	48.2	0.1
Total Farebox Revenue	3,030.4	3,010.1	(20.2)	3,026.7	16.6	3,072.2	45.5	3,121.3	49.1
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue:									
Fare Reimbursement	102.6	103.8	1.2	103.8	0.0	103.8	0.0	103.8	0.0
Paratransit Reimbursement	88.2	93.7	5.5	105.3	11.6	121.0	15.7	140.8	19.9
Other	104.5	110.8	6.4	116.2	5.3	121.5	5.3	126.2	4.7
Total Other Operating Revenue	295.2	308.3	13.0	325.2	16.9	346.2	21.0	370.8	24.6
Capital and Other Reimbursements	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Revenue	\$3,325.6	\$3,318.4	(\$7.2)	\$3,351.9	\$33.5	\$3,418.4	\$66.5	\$3,492.1	\$73.6
Expenses									
Labor:									
Payroll	2,769.1	2,860.0	(91.0)	2,941.8	(81.8)	3,004.1	(62.3)	3,046.9	(42.8)
Overtime	252.6	250.1	2.5	255.2	(5.1)	261.4	(6.2)	267.0	(5.6)
Total Salaries & Wages	3,021.6	3,110.1	(88.5)	3,197.0	(86.9)	3,265.5	(68.5)	3,313.9	(48.4)
Health and Welfare	455.5	504.2	(48.7)	550.6	(46.4)	597.2	(46.6)	646.1	(48.9)
OPEB Current Payment	241.6	261.9	(20.3)	284.5	(22.6)	311.9	(27.4)	341.8	(29.9)
Pensions	683.5	688.0	(4.5)	662.7	25.3	631.8	31.0	629.6	2.2
Other Fringe Benefits	257.0	260.4	(3.4)	270.0	(9.6)	279.1	(9.1)	283.0	(3.9)
Total Fringe Benefits	1,637.6	1,714.5	(76.9)	1,767.9	(53.4)	1,820.0	(52.1)	1,900.5	(80.5)
Reimbursable Overhead	(188.1)	(200.2)	12.1	(193.1)	(7.1)	(185.4)	(7.7)	(187.2)	1.8
Total Labor Expenses	\$4,471.1	\$4,624.4	(\$153.2)	\$4,771.8	(\$147.4)	\$4,900.1	(\$128.3)	\$5,027.2	(\$127.1)
Non-Labor:									
Traction and Propulsion Power	171.3	192.8	(21.5)	227.0	(34.1)	242.8	(15.8)	259.7	(16.9)
Fuel for Buses and Trains	204.5	218.1	(13.6)	197.1	21.0	193.0	4.1	209.2	(16.2)
Insurance	42.2	48.9	(6.7)	56.0	(7.1)	64.1	(8.1)	73.5	(9.4)
Claims	84.6	76.5	8.1	78.5	(2.0)	78.5	0.0	78.5	0.0
Paratransit Service Contracts	284.3	366.4	(82.2)	422.9	(56.4)	481.3	(58.5)	561.2	(79.9)
Mtce. and Other Operating Contracts	228.9	240.1	(11.2)	260.3	(20.2)	268.2	(7.9)	276.1	(7.8)
Professional Service Contracts	87.3	99.0	(11.6)	93.8	5.2	97.8	(4.0)	99.7	(1.9)
Materials & Supplies	299.3	334.1	(34.8)	359.5	(25.4)	374.2	(14.7)	361.2	13.0
Other Business Expenses	43.3	45.3	(2.0)	46.6	(1.3)	47.3	(0.7)	47.9	(0.6)
Total Non-Labor Expenses	\$1,445.7	\$1,621.2	(\$175.6)	\$1,741.5	(\$120.3)	\$1,847.2	(\$105.7)	\$1,967.0	(\$119.8)
Other Expense Adjustments:									
Other	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Other Expense Adjustments	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Expenses before Depreciation	\$5,916.8	\$6,245.6	(\$328.8)	\$6,513.3	(\$267.7)	\$6,747.2	(\$234.0)	\$6,994.2	(\$246.9)
Depreciation	1,109.3	1,185.2	(75.9)	1,266.5	(81.3)	1,321.5	(55.0)	1,376.5	(55.0)
OPEB Obligation	1,009.5	1,055.4	(45.9)	1,098.9	(43.5)	1,144.8	(45.9)	1,191.6	(46.8)
Environmental Remediation	18.0	0.0	18.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Expenses	\$8,053.6	\$8,486.2	(\$432.6)	\$8,878.7	(\$392.5)	\$9,213.5	(\$334.9)	\$9,562.3	(\$348.7)
Baseline Net Surplus/(Deficit)	(\$4,728.0)	(\$5,167.8)	(\$439.8)	(\$5,526.7)	(\$358.9)	(\$5,795.1)	(\$268.4)	(\$6,070.2)	(\$275.1)
2009 Program to Eliminate the Gap	9.9	61.0	51.0	61.9	1.0	69.3	7.4	59.1	(10.2)
Post-2009 Program to Eliminate the GAP	0.0	0.0	0.0	59.6	59.6	119.2	59.6	178.8	59.6
Net Surplus/(Deficit)	(\$4,718.1)	(\$5,106.8)	(\$388.7)	(\$5,405.2)	(\$298.4)	(\$5,606.6)	(\$201.4)	(\$5,832.2)	(\$225.7)

MTA New York City Transit
November Financial Plan 2009 - 2012
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE	Favorable/(Unfavorable)								
	2008	2009	Change 2009-2008	2010	Change 2010-2009	2011	Change 2011-2010	2012	Change 2012-2011
Revenue									
Farebox Revenue:									
Subway	\$2,172.3	\$2,154.2	(\$18.1)	\$2,162.1	\$7.9	\$2,193.5	\$31.4	\$2,227.3	\$33.8
Bus	802.6	795.6	(7.0)	801.6	6.0	813.0	11.5	825.6	12.5
Paratransit	11.5	13.3	1.8	15.3	2.0	17.6	2.3	20.2	2.6
Fare Media Liability	44.0	47.1	3.1	47.8	0.7	48.1	0.3	48.2	0.1
Total Farebox Revenue	3,030.4	3,010.1	(20.2)	3,026.7	16.6	3,072.2	45.5	3,121.3	49.1
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue:									
Fare Reimbursement	102.6	103.8	1.2	103.8	0.0	103.8	0.0	103.8	0.0
Paratransit Reimbursement	88.2	93.7	5.5	105.3	11.6	121.0	15.7	140.8	19.9
Other	104.5	110.8	6.4	116.2	5.3	121.5	5.3	126.2	4.7
Total Other Operating Revenue	295.2	308.3	13.0	325.2	16.9	346.2	21.0	370.8	24.6
Capital and Other Reimbursements	875.2	894.6	19.4	870.1	(24.5)	847.9	(22.2)	861.1	13.2
Total Revenue	\$4,200.8	\$4,213.0	\$12.2	\$4,222.0	\$9.0	\$4,266.3	\$44.3	\$4,353.2	\$86.8
Expenses									
Labor:									
Payroll	3,139.6	3,252.2	(112.6)	3,324.1	(71.9)	3,376.5	(52.5)	3,423.6	(47.1)
Overtime	327.5	313.5	13.9	318.8	(5.3)	325.7	(6.9)	332.7	(7.0)
Total Salaries & Wages	3,467.1	3,565.7	(98.6)	3,642.9	(77.1)	3,702.2	(59.4)	3,756.3	(54.1)
Health and Welfare	476.2	526.5	(50.4)	574.6	(48.0)	622.8	(48.3)	673.6	(50.7)
Pensions	701.2	705.8	(4.6)	680.4	25.4	649.2	31.2	647.0	2.2
Other Fringe Benefits	355.6	362.5	(6.9)	368.4	(5.9)	373.9	(5.5)	378.7	(4.8)
Total Fringe Benefits	1,774.6	1,856.7	(82.1)	1,907.9	(51.2)	1,957.9	(50.0)	2,041.1	(83.2)
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Labor Expenses	\$5,241.7	\$5,422.4	(\$180.8)	\$5,550.8	(\$128.3)	\$5,660.1	(\$109.4)	\$5,797.4	(\$137.3)
Non-Labor:									
Traction and Propulsion Power	171.3	192.8	(21.5)	227.0	(34.1)	242.8	(15.8)	259.7	(16.9)
Fuel for Buses and Trains	204.5	218.1	(13.6)	197.1	21.0	193.0	4.1	209.2	(16.2)
Insurance	42.2	48.9	(6.7)	56.0	(7.1)	64.1	(8.1)	73.5	(9.4)
Claims	84.6	76.5	8.1	78.5	(2.0)	78.5	0.0	78.5	0.0
Paratransit Service Contracts	284.3	366.4	(82.2)	422.9	(56.4)	481.3	(58.5)	561.2	(79.9)
Mtce. and Other Operating Contracts	264.6	269.2	(4.5)	289.1	(19.9)	297.0	(7.9)	304.8	(7.8)
Professional Service Contracts	103.9	114.5	(10.6)	109.2	5.3	113.1	(3.9)	116.1	(3.0)
Materials & Supplies	351.7	385.7	(34.0)	406.1	(20.4)	417.6	(11.5)	406.6	11.0
Other Business Expenses	43.2	45.6	(2.4)	46.9	(1.3)	47.6	(0.7)	48.2	(0.6)
Total Non-Labor Expenses	\$1,550.3	\$1,717.8	(\$167.4)	\$1,832.6	(\$114.8)	\$1,935.0	(\$102.3)	\$2,057.8	(\$122.9)
Other Expense Adjustments:									
Other	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Other Expense Adjustments	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Expenses before Depreciation	\$6,792.0	\$7,140.2	(\$348.2)	\$7,383.4	(\$243.2)	\$7,595.1	(\$211.7)	\$7,855.2	(\$260.1)
Depreciation	1,109.3	1,185.2	(75.9)	1,266.5	(81.3)	1,321.5	(55.0)	1,376.5	(55.0)
OPEB Obligation	1,009.5	1,055.4	(45.9)	1,098.9	(43.5)	1,144.8	(45.9)	1,191.6	(46.8)
Environmental Remediation	18.0	0.0	18.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Expenses	\$8,928.8	\$9,380.8	(\$452.0)	\$9,748.8	(\$368.0)	\$10,061.4	(\$312.6)	\$10,423.3	(\$361.9)
Baseline Net Surplus/(Deficit)	(\$4,728.0)	(\$5,167.8)	(\$439.8)	(\$5,526.7)	(\$358.9)	(\$5,795.1)	(\$268.4)	(\$6,070.2)	(\$275.1)
2009 Program to Eliminate the Gap	9.9	61.0	51.0	61.9	1.0	69.3	7.4	59.1	(10.2)
Post-2009 Program to Eliminate the GAP	0.0	0.0	0.0	59.6	59.6	119.2	59.6	178.8	59.6
Net Surplus/(Deficit)	(\$4,718.1)	(\$5,106.8)	(\$388.7)	(\$5,405.2)	(\$298.4)	(\$5,606.6)	(\$201.4)	(\$5,832.2)	(\$225.7)

MTA New York City Transit
November Financial Plan 2009 - 2012
Year-to-Year Changes by Category - Cash Basis
(\$ in millions)

CASH RECEIPTS & EXPENDITURES	Favorable/(Unfavorable)								
	2008	2009	Change 2009-2008	2010	Change 2010-2009	2011	Change 2011-2010	2012	Change 2012-2011
Receipts									
Farebox Revenue	\$3,040.5	\$3,014.8	(\$25.7)	\$3,028.6	\$13.8	\$3,074.1	\$45.5	\$3,123.2	\$49.1
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue:									
Fare Reimbursement	102.6	103.8	1.2	103.8	0.0	103.8	0.0	103.8	0.0
Paratransit Reimbursement	88.6	93.8	5.2	105.2	11.5	120.8	15.6	140.7	19.9
Other	147.8	113.0	(34.8)	118.5	5.4	123.7	5.3	128.3	4.6
Total Other Operating Revenue	339.0	310.6	(28.5)	327.4	16.9	348.3	20.9	372.8	24.5
Capital and Other Reimbursements	819.3	990.6	171.2	874.7	(115.9)	852.0	(22.7)	857.8	5.8
Total Receipts	\$4,198.9	\$4,316.0	\$117.1	\$4,230.8	(\$85.2)	\$4,274.5	\$43.7	\$4,353.8	\$79.4
Expenditures									
Labor:									
Payroll	3,124.9	3,234.5	(109.6)	3,300.5	(66.0)	3,352.1	(51.5)	3,389.0	(37.0)
Overtime	325.9	311.8	14.1	316.5	(4.7)	323.3	(6.8)	329.4	(6.0)
Total Salaries & Wages	3,450.9	3,546.3	(95.5)	3,617.1	(70.7)	3,675.4	(58.3)	3,718.4	(43.0)
Health and Welfare	480.6	523.2	(42.7)	571.0	(47.8)	619.0	(48.0)	669.5	(50.5)
OPEB Current Payment	241.6	261.9	(20.3)	284.5	(22.6)	311.9	(27.4)	341.8	(29.9)
Pensions	573.3	698.4	(125.1)	691.7	6.6	656.4	35.3	647.7	8.7
Other Fringe Benefits	309.0	316.9	(7.9)	323.5	(6.5)	329.0	(5.6)	333.6	(4.6)
Total Fringe Benefits	1,604.5	1,800.4	(195.9)	1,870.7	(70.3)	1,916.4	(45.7)	1,992.6	(76.2)
GASB Account	39.7	41.2	(1.5)	42.3	(1.1)	43.4	(1.1)	(0.0)	43.4
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Labor Expenditures	\$5,095.0	\$5,387.9	(\$292.9)	\$5,530.1	(\$142.1)	\$5,635.2	(\$105.1)	\$5,755.3	(\$120.2)
Non-Labor:									
Traction and Propulsion Power	171.3	192.8	(21.5)	227.0	(34.1)	242.8	(15.8)	259.7	(16.9)
Fuel for Buses and Trains	204.5	218.1	(13.6)	197.1	21.0	193.0	4.1	209.2	(16.2)
Insurance	38.8	49.0	(10.2)	56.5	(7.5)	66.9	(10.5)	74.3	(7.4)
Claims	71.8	59.4	12.4	60.9	(1.5)	62.4	(1.5)	64.0	(1.6)
Paratransit Service Contracts	279.8	361.4	(81.7)	417.9	(56.4)	476.3	(58.5)	556.2	(79.9)
Mtce. and Other Operating Contracts	273.6	279.9	(6.2)	299.8	(19.9)	307.7	(7.9)	315.5	(7.8)
Professional Service Contracts	99.9	109.5	(9.6)	104.2	5.3	108.1	(3.9)	111.1	(3.0)
Materials & Supplies	353.0	380.7	(27.7)	408.1	(27.4)	419.6	(11.5)	408.6	11.0
Other Business Expenditures	43.2	45.6	(2.4)	46.9	(1.3)	47.6	(0.7)	48.2	(0.6)
Total Non-Labor Expenditures	\$1,536.0	\$1,696.5	(\$160.5)	\$1,818.3	(\$121.8)	\$1,924.5	(\$106.2)	\$2,046.9	(\$122.4)
Other Expenditure Adjustments:									
Other	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Other Expenditure Adjustments	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Expenditures	\$6,631.0	\$7,084.5	(\$453.4)	\$7,348.4	(\$263.9)	\$7,559.7	(\$211.3)	\$7,802.2	(\$242.6)
Baseline Net Cash Deficit	(\$2,432.2)	(\$2,768.5)	(\$336.3)	(\$3,117.6)	(\$349.1)	(\$3,285.2)	(\$167.7)	(\$3,448.4)	(\$163.2)
2009 Program to Eliminate the Gap	9.9	61.0	51.0	61.9	1.0	69.3	7.4	59.1	(10.2)
Post-2009 Program to Eliminate the GAP	0.0	0.0	0.0	59.6	59.6	119.2	59.6	178.8	59.6
Net Cash Deficit	(\$2,422.2)	(\$2,707.5)	(\$285.3)	(\$2,996.0)	(\$288.5)	(\$3,096.7)	(\$100.7)	(\$3,210.5)	(\$113.8)

MTA New York City Transit
November Financial Plan 2009 - 2012
Year-to-Year Changes by Category - Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS

	Favorable/(Unfavorable)								
	2008	2009	Change 2009-2008	2010	Change 2010-2009	2011	Change 2011-2010	2012	Change 2012-2011
Receipts									
Farebox Revenue	\$10.2	\$4.7	(\$5.5)	\$1.9	(\$2.8)	\$1.9	\$0.0	\$1.9	\$0.0
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue:									
Fare Reimbursement	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Paratransit Reimbursement	0.4	0.1	(0.4)	(0.1)	(0.1)	(0.2)	(0.1)	(0.1)	0.0
Other	43.4	2.2	(41.1)	2.3	0.1	2.3	(0.0)	2.2	(0.1)
Total Other Operating Revenue	43.8	2.3	(41.5)	2.2	(0.1)	2.1	(0.1)	2.0	(0.1)
Capital and Other Reimbursements	(55.8)	96.0	151.8	4.6	(91.4)	4.1	(0.5)	(3.3)	(7.4)
Total Receipt Adjustments	(\$1.9)	\$103.0	\$104.9	\$8.8	(\$94.2)	\$8.1	(\$0.6)	\$0.7	(\$7.4)
Expenditures									
Labor:									
Payroll	14.7	17.7	3.0	23.5	5.8	24.5	0.9	34.5	10.1
Overtime	1.5	1.7	0.2	2.3	0.6	2.4	0.1	3.4	1.0
Total Salaries & Wages	16.2	19.4	3.2	25.8	6.4	26.8	1.0	37.9	11.1
Health and Welfare	(4.4)	3.3	7.7	3.6	0.2	3.8	0.2	4.1	0.3
OPEB Current Payment	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Pensions	127.9	7.4	(120.5)	(11.3)	(18.7)	(7.2)	4.1	(0.7)	6.6
Other Fringe Benefits	46.7	45.6	(1.1)	45.0	(0.6)	44.9	(0.0)	45.1	0.1
Total Fringe Benefits	170.1	56.3	(113.8)	37.2	(19.1)	41.5	4.3	48.5	7.0
GASB Account	(39.7)	(41.2)	(1.5)	(42.3)	(1.1)	(43.4)	(1.1)	(44.3)	(0.9)
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Labor Expenditures	\$146.7	\$34.5	(\$112.1)	\$20.7	(\$13.8)	\$25.0	\$4.3	\$42.1	\$17.1
Non-Labor:									
Traction and Propulsion Power	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Fuel for Buses and Trains	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Insurance	3.4	(0.1)	(3.5)	(0.5)	(0.4)	(2.9)	(2.4)	(0.8)	2.0
Claims	12.8	17.1	4.3	17.5	0.5	16.0	(1.5)	14.5	(1.6)
Paratransit Service Contracts	4.5	5.0	0.5	5.0	0.0	5.0	0.0	5.0	0.0
Mtce. and Other Operating Contracts	(9.0)	(10.7)	(1.7)	(10.7)	0.0	(10.7)	0.0	(10.7)	0.0
Professional Service Contracts	4.0	5.0	1.0	5.0	0.0	5.0	0.0	5.0	0.0
Materials & Supplies	(1.3)	5.0	6.3	(2.0)	(7.0)	(2.0)	0.0	(2.0)	0.0
Other Business Expenditures	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Non-Labor Expenditures	\$14.3	\$21.2	\$6.9	\$14.3	(\$6.9)	\$10.4	(\$3.9)	\$10.9	\$0.5
Other Expenditure Adjustments:									
Other	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Other Expenditure Adjustments	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Expenditure Adjustments	\$161.0	\$55.7	(\$105.2)	\$35.0	(\$20.7)	\$35.4	\$0.4	\$53.0	\$17.6
Total Cash Conversion Adjustments before Depreciation	\$159.1	\$158.7	(\$0.3)	\$43.8	(\$115.0)	\$43.6	(\$0.2)	\$53.7	\$10.1
Depreciation Adjustment	1,109.3	1,185.2	75.9	1,266.5	81.3	1,321.5	55.0	1,376.5	55.0
OPEB Obligation	1,009.5	1,055.4	45.9	1,098.9	43.5	1,144.8	45.9	1,191.6	46.8
Environmental Remediation	18.0	0.0	(18.0)	0.0	0.0	0.0	0.0	0.0	0.0
Baseline Total Cash Conversion Adj.	\$2,295.9	\$2,399.3	\$103.5	\$2,409.2	\$9.8	\$2,509.9	\$100.7	\$2,621.8	\$111.9
2009 Program to Eliminate the Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Post-2009 Program to Eliminate the GAP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Cash Conversion Adjustments	\$2,295.9	\$2,399.3	\$103.5	\$2,409.2	\$9.8	\$2,509.9	\$100.7	\$2,621.8	\$111.9

**MTA New York City Transit
November Financial Plan 2009-2012
Summary of Major Plan-to-Plan Changes**

2008: November Financial Plan vs. July Financial Plan

Revenue Changes

Revenue changes from the July Financial Plan resulted in an increase of \$45.9 million. Major changes include:

- A projected farebox revenue increase of \$37.4 million due mostly to higher subway and bus ridership.
- A capital reimbursement increase of \$6.5 million consistent with a projected increase in reimbursable expenses.

Expense Changes

Expense changes from the July Financial Plan result in a decrease in expenses of \$70.2 million. Major expense changes include:

- A decrease in pension expenses of \$89.0 million as certain NYCERS lump-sum payments will not be made at this time.
- A favorable rescheduling of expenses of \$25.1 million to 2009 including station painting contracts, purchases of non-revenue support vehicles and paratransit sedans for service, a delayed award for R62 converter replacements, roof replacements and some bus shop program maintenance requirements.
- A re-estimate of depreciation expenses results in an expense decrease of \$24.7 million.
- An increase of \$43.2 million primarily due to a Workers' Compensation reserve increase due to significantly higher medical costs and legislative changes that increase weekly payouts and reduce NYS employer reimbursements for employee accidents related to pre-existing conditions. Any realized cash impacts related to this expense adjustment are anticipated be incurred over time.
- Public liability payment overruns of \$10.1 million due mostly to higher than anticipated jury awards and settlements.

Cash Adjustments

Cash adjustments were unfavorable by \$66.8 million. Major changes include:

- A deferral of \$75.0 million of capital reimbursements to 2009 due primarily to the timing of availability of Capital Program funding.

- An unfavorable non-cash offset to the depreciation expense re-estimate of \$24.7 million.
- A favorable non-cash partial offset to the Workers' Compensation reserve adjustment of \$37.4 million.

2009-2012: November Financial Plan vs. July Financial Plan

Revenue Changes

Revenue changes from the July Financial Plan result in increases of \$31.1 million in 2009, \$13.9 million in 2010, \$9.3 million in 2011, and \$37.2 million in 2012.

Major changes include:

- Capital reimbursement increases of \$28.8 million in 2009, \$25.7 million in 2010, \$10.3 million in 2011 and \$12.9 million in 2012, consistent with increases in reimbursable expense levels.
- A projected increase in farebox revenue of \$0.2 million in 2009, decreases of \$13.9 million in 2010 and \$3.1 million in 2011 and an increase of \$17.9 million in 2012, based upon conservative economic/employment projections.
- Other operating revenue improvements of \$2.0 million in 2009, \$2.1 million in 2010 and 2011 and \$6.4 million in 2012 due mostly to projected higher Transit Adjudication Bureau (TAB) fees due to an increase in the fare evasion penalty from \$60.00 to \$100.00 per infraction.

Expense Changes

Changes from the July Financial Plan result in expense increases of \$138.2 million in 2009, \$162.5 million in 2010, \$141.5 million in 2011 and \$182.9 million in 2012. Major changes include:

- Projected increases in paratransit costs of \$50.0 million in 2009, \$56.8 million in 2010, \$40.6 million in 2011 and \$34.0 million in 2012 including:
 1. Cost increases resulting from new vendor contracts of \$28.8 million in 2009, \$35.9 million in 2010, \$32.7 million in 2011 and \$34.4 million in 2012 primarily in the areas of fixed costs and maintenance costs.
 2. Cost increases of \$9.2 million in 2009, \$3.1 million in 2010 and \$2.0 million in 2012 from new vendor mobilization costs.
 3. Financial plan re-estimates/corrections resulting in increases of \$9.1 million in 2009, \$14.4 million in 2010, \$3.7 million in 2011 and a decrease of \$3.0 million in 2012.
 4. Cost increases of \$2.9 million in 2009, \$3.4 million in 2010, \$4.2 million in 2011 and \$0.6 million in 2012 due to higher ridership.
- Projected increases of \$40.4 million in 2009, \$40.2 million in 2010, \$42.2 million in 2011 and \$43.2 million in 2012 primarily due to estimated Workers' Compensation reserve adjustments based upon anticipation of new and higher cost cases.

- Projected increases in inflation assumptions (primarily labor) resulting in expense increases of \$25.1 million in 2009, \$33.5 million in 2010, \$47.0 million in 2011 and \$56.2 million in 2012.
- Projected increases in bus/heating fuel expenses of \$16.3 million in 2010, \$21.3 million in 2011 and \$44.4 million in 2012.

Cash Adjustments

Cash adjustments are projected to be favorable by \$104.6 million in 2009, \$30.4 million in 2010, \$17.9 million in 2011 and unfavorable \$1.4 million in 2012.

Major changes include:

- A deferral from 2008 to 2009 of \$75.0 million of capital reimbursements due primarily to the timing of availability of Capital Program funding.
- Favorable non-cash offsets to anticipated Workers' Compensation reserve adjustments of \$36.1 million in 2009, \$35.0 million in 2010, \$34.9 million in 2011 and \$34.2 million in 2012.
- Unfavorable non-cash offsets to depreciation expense re-estimates of \$18.8 million in 2009, \$7.5 million in 2010, \$22.5 million in 2011 and \$37.5 million in 2012.

MTA New York City Transit
November Financial Plan 2009 - 2012
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE	2008	2009	2010	2011	2012
Baseline 2008 July Financial Plan - Cash Deficit	(\$2,476.4)	(\$2,748.2)	(\$3,007.6)	(\$3,192.0)	(\$3,330.8)
IESS Adjustment	(0.7)	(7.8)	(11.1)	(9.9)	(10.2)
Fuel Adjustment	(24.8)	(35.6)	15.4	30.0	42.4
Adjusted July Financial Plan - Cash Deficit	(2,502.0)	(2,791.6)	(3,003.3)	(3,171.9)	(3,298.6)
Baseline Changes					
Revenue					
Farebox Revenue	37.4	0.2	(13.9)	(3.1)	17.9
Other Operating Revenue	2.0	2.0	2.1	2.1	6.4
Capital and Other Reimbursement	0.0	0.0	0.0	0.0	0.0
Total Revenue Changes	39.4	2.2	(11.8)	(1.0)	24.3
Expenses					
<i>Labor:</i>					
Payroll	(4.4)	(31.9)	(32.6)	(42.2)	(48.4)
Overtime	(7.3)	3.1	3.6	3.1	2.7
Health and Welfare	(2.2)	(3.8)	(1.9)	(1.0)	(1.4)
OPEB Current Payment	(1.5)	3.4	2.8	1.9	0.8
Pensions	89.0	(7.7)	(8.4)	(8.7)	(9.3)
Other Fringe Benefits	(43.2)	(40.6)	(40.2)	(42.2)	(43.2)
Reimbursable Overhead	7.8	10.4	9.5	5.1	4.2
Total Labor Expense Changes	38.3	(67.1)	(67.2)	(84.1)	(94.6)
<i>Non-Labor:</i>					
Traction and Propulsion Power	2.0	0.6	1.4	2.2	(11.6)
Fuel for Buses and Trains	1.3	3.6	(24.1)	(30.3)	(51.7)
Insurance	(0.3)	0.0	0.0	0.0	0.0
Claims	(10.1)	0.0	0.0	0.0	0.0
Paratransit Service Contracts	(4.2)	(50.0)	(56.8)	(40.6)	(38.4)
Maintenance and Other Operating Contracts	11.0	(3.6)	2.4	2.6	(3.8)
Professional Service Contracts	8.3	(0.9)	0.9	0.2	(0.2)
Materials & Supplies	6.4	(9.9)	1.0	(1.5)	(4.8)
Other Business Expenses	(0.6)	(0.9)	(1.9)	(2.2)	(2.5)
Total Non-Labor Expense Changes	13.8	(61.1)	(77.2)	(69.6)	(113.0)
Depreciation	24.7	18.8	7.5	22.5	37.5
Total Expense Changes	76.8	(109.4)	(136.8)	(131.2)	(170.0)
Cash Adjustment Changes					
Revenue	(1.0)	0.0	0.0	(0.0)	(0.0)
Expense	35.2	53.1	37.2	37.2	36.6
Depreciation	(24.7)	(18.8)	(7.5)	(22.5)	(37.5)
Total Cash Adjustment Changes	\$9.5	\$34.3	\$29.7	\$14.7	(\$0.9)
Total Baseline Changes	\$125.6	(\$72.9)	(\$118.9)	(\$117.5)	(\$146.6)
Baseline 2008 November Financial Plan - Cash Deficit	(\$2,376.3)	(\$2,864.5)	(\$3,122.2)	(\$3,289.4)	(\$3,445.1)

MTA New York City Transit
November Financial Plan 2009 - 2012
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE	2008	2009	2010	2011	2012
Baseline 2008 July Financial Plan - Cash Deficit	\$20.5	\$25.7	\$3.9	\$0.9	(\$2.7)
I ESS Adjustment	0.0	0.0	0.0	0.0	0.0
Fuel Adjustment	0.0	0.0	0.0	0.0	0.0
Adjusted July Financial Plan - Cash Deficit	20.5	25.7	3.9	0.9	(2.7)
Baseline Changes					
Revenue					
Farebox Revenue	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	0.0	0.0	0.0	0.0	0.0
Capital and Other Reimbursement	6.5	28.8	25.7	10.3	12.9
Total Revenue Changes	6.5	28.8	25.7	10.3	12.9
Expenses					
Labor:					
Payroll	10.5	(10.8)	(10.8)	(4.8)	(3.9)
Overtime	(11.8)	0.1	0.5	0.6	0.5
Health and Welfare	(0.1)	0.2	0.3	0.4	0.5
Pensions	(0.4)	(0.4)	(0.4)	(0.4)	(0.5)
Other Fringe Benefits	0.0	(4.0)	(3.9)	(2.1)	(1.8)
Reimbursable Overhead	(7.8)	(10.4)	(9.5)	(5.1)	(4.2)
Total Labor Expense Changes	(9.6)	(25.4)	(23.8)	(11.5)	(9.4)
Non-Labor:					
Traction and Propulsion Power	0.0	0.0	0.0	0.0	0.0
Fuel for Buses and Trains	0.0	0.0	0.0	0.0	0.0
Insurance	0.0	0.0	0.0	0.0	0.0
Claims	0.0	0.0	0.0	0.0	0.0
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	(5.9)	(0.1)	(0.1)	(0.1)	(0.1)
Professional Service Contracts	(0.6)	(1.0)	(1.7)	(1.7)	(3.9)
Materials & Supplies	9.1	(2.3)	(0.1)	2.9	0.4
Other Business Expenses	0.4	0.0	0.0	0.0	0.0
Total Non-Labor Expense Changes	3.0	(3.4)	(1.9)	1.2	(3.5)
Total Expense Changes	(6.5)	(28.8)	(25.7)	(10.3)	(12.9)
Cash Adjustment Changes					
Capital Reimbursement Timing	(76.3)	70.3	0.7	3.2	(0.5)
Total Cash Adjustment Changes	(76.3)	\$70.3	\$0.7	\$3.2	(\$0.5)
Total Baseline Changes	(\$76.3)	\$70.3	\$0.7	\$3.2	(\$0.5)
Baseline 2008 November Financial Plan - Cash Deficit	(\$55.8)	\$96.0	\$4.6	\$4.1	(\$3.3)

MTA New York City Transit
November Financial Plan 2009 - 2012
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE	2008	2009	2010	2011	2012
Baseline 2008 July Financial Plan - Cash Deficit	(\$2,455.9)	(\$2,722.5)	(\$3,003.7)	(\$3,191.1)	(\$3,333.5)
IESS Adjustment	(0.7)	(7.8)	(11.1)	(9.9)	(10.2)
Fuel Adjustment	(24.8)	(35.6)	15.4	30.0	42.4
Adjusted July Financial Plan - Cash Deficit	(2,481.5)	(2,765.9)	(2,999.3)	(3,170.9)	(3,301.3)
Baseline Changes					
Revenue					
Farebox Revenue	37.4	0.2	(13.9)	(3.1)	17.9
Other Operating Revenue	2.0	2.0	2.1	2.1	6.4
Capital and Other Reimbursement	6.5	28.8	25.7	10.3	12.9
Total Revenue Changes	45.9	31.1	13.9	9.3	37.2
Expenses					
<i>Labor:</i>					
Payroll	6.1	(42.7)	(43.5)	(47.0)	(52.2)
Overtime	(19.1)	3.1	4.2	3.6	3.1
Health and Welfare	(2.2)	(3.6)	(1.6)	(0.6)	(0.9)
OPEB Current Payment	(1.5)	3.4	2.8	1.9	0.8
Pensions	88.6	(8.1)	(8.8)	(9.1)	(9.8)
Other Fringe Benefits	(43.2)	(44.6)	(44.1)	(44.3)	(45.0)
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0
Total Labor Expense Changes	28.7	(92.5)	(91.0)	(95.5)	(104.0)
<i>Non-Labor:</i>					
Traction and Propulsion Power	2.0	0.6	1.4	2.2	(11.6)
Fuel for Buses and Trains	1.3	3.6	(24.1)	(30.3)	(51.7)
Insurance	(0.3)	0.0	0.0	0.0	0.0
Claims	(10.1)	0.0	0.0	0.0	0.0
Paratransit Service Contracts	(4.2)	(50.0)	(56.8)	(40.6)	(38.4)
Maintenance and Other Operating Contracts	5.1	(3.6)	2.3	2.5	(3.9)
Professional Service Contracts	7.7	(2.0)	(0.8)	(1.4)	(4.1)
Materials & Supplies	15.5	(12.2)	0.9	1.4	(4.4)
Other Business Expenses	(0.2)	(0.9)	(1.9)	(2.2)	(2.5)
Total Non-Labor Expense Changes	16.8	(64.5)	(79.1)	(68.4)	(116.5)
Depreciation	24.7	18.8	7.5	22.5	37.5
Total Expense Changes	70.2	(138.2)	(162.5)	(141.5)	(182.9)
Cash Adjustment Changes					
Revenue	(1.0)	0.0	0.0	(0.0)	(0.0)
Expense	35.2	53.1	37.2	37.2	36.6
Capital Reimbursement Timing	(76.3)	70.3	0.7	3.2	(0.5)
Depreciation	(24.7)	(18.8)	(7.5)	(22.5)	(37.5)
Total Cash Adjustment Changes	(\$66.8)	\$104.6	\$30.4	\$17.9	(\$1.4)
Total Baseline Changes	\$49.3	(\$2.6)	(\$118.2)	(\$114.3)	(\$147.1)
Baseline 2008 November Financial Plan - Cash Deficit	(\$2,432.2)	(\$2,768.5)	(\$3,117.6)	(\$3,285.2)	(\$3,448.4)

MTA New York City Transit
November Financial Plan 2009 - 2012
Summary of Programmatic Changes Between Financial Plans
(\$ in millions)

TOTAL NON-REIMBURSABLE AND REIMBURSABLE

	2008	2009	2010	2011	2012
2008 July Financial Plan - Net Cash Deficit	(\$2,455.9)	(\$2,722.5)	(\$3,003.7)	(\$3,191.1)	(\$3,333.5)
IESS Adjustment	(0.7)	(7.8)	(11.1)	(9.9)	(10.2)
Fuel Adjustment	(24.8)	(35.6)	15.4	30.0	42.4
Adjusted July Financial Plan - Net Cash Deficit	(2,481.5)	(2,765.9)	(2,999.3)	(3,170.9)	(3,301.3)
Baseline Changes:					
Revenue					
Farebox Revenue Re-estimate	37.4	0.2	(13.9)	(3.1)	17.9
Paratransit Urban Tax Re-estimate	0.0	0.0	0.0	0.0	0.0
Capital Reimbursement Revision	6.5	28.8	25.7	10.3	12.9
Other Re-estimates	2.0	2.0	2.1	2.1	6.4
Sub-Total Revenue Changes	45.9	31.1	13.9	9.3	37.2
Expenses					
Expense Re-estimates:					
Paratransit:					
Additional Costs-New Vendor Contracts	0.0	(28.8)	(35.9)	(32.7)	(34.4)
New Vendor Start-up/Mobilization Costs	(2.0)	(9.2)	(3.1)	0.0	(2.0)
Financial Plan Re-estimates/Corrections	5.5	(9.1)	(14.4)	(3.7)	3.0
Cost Impact of Increased Ridership	(2.6)	(2.9)	(3.4)	(4.2)	(0.6)
Sub-total Paratransit	1.0	(50.0)	(56.8)	(40.6)	(34.0)
Labor/Material/Other Inflation Update	0.0	(25.1)	(33.5)	(47.0)	(56.2)
Bus/Heating Fuel	2.0	11.6	(16.3)	(21.3)	(44.4)
Electric Power	(0.3)	1.2	2.4	3.5	(15.1)
Workers' Compensation Reserve Adj./Other Fringe Benefits	(43.2)	(40.4)	(40.2)	(42.2)	(43.2)
Rescheduling of Expenses	25.1	(24.6)	(0.4)	0.0	0.0
Pension	89.0	(7.7)	(8.4)	(8.7)	(9.3)
Health & Welfare	(4.7)	3.6	3.9	2.8	1.7
Public Liability Additional Payments	(10.1)	0.0	0.0	0.0	0.0
Other Than Personal Service Adjustments	(0.6)	5.5	6.0	5.4	3.4
Overhead Rate Adjustment	5.9	7.0	6.5	6.2	6.3
Miscellaneous Base Pay	(3.3)	(2.7)	(2.7)	(2.7)	(2.7)
Fare Media Transaction Costs	(2.2)	(1.8)	(1.8)	(2.0)	(2.2)
Depreciation	24.7	18.8	7.5	22.5	37.5
Reimbursable Expenses	(6.5)	(28.8)	(25.7)	(10.3)	(12.9)
Other Re-estimates	(5.6)	0.8	5.5	(0.2)	(4.3)
Sub-Total Expense Re-estimates	71.2	(132.6)	(153.9)	(134.4)	(175.9)
Programmatic New Needs:					
Fourth Staten Island Depot	(0.4)	(6.8)	(6.7)	(6.7)	(6.7)
Direct Service	(0.6)	1.2	(1.9)	(0.4)	(0.4)
Sub-Total Programmatic New Needs	(1.0)	(5.6)	(8.6)	(7.1)	(7.1)
Sub-Total Expense Changes	70.2	(138.2)	(162.5)	(141.5)	(182.9)
Cash Adjustments					
Revenue					
Timing of Capital Reimbursements	(76.3)	70.3	0.7	3.2	(0.6)
Other Revenue Adjustments	(1.0)	0.0	0.0	0.0	0.0
Expense					
Workers' Compensation Reserve Adjustment-Non Cash Offset	37.4	36.1	35.0	34.9	34.2
Depreciation Re-estimate-Non Cash Offset	(24.7)	(18.8)	(7.5)	(22.5)	(37.5)
Timing of Inventory Purchases	(9.0)	7.0	0.0	0.0	0.0
Timing of Pension Payments	(6.7)	6.9	0.0	0.0	(0.0)
Paratransit Payment Lag	5.5	0.0	0.0	0.0	0.0
Payroll-Related Expenditure Timing	5.8	1.0	0.0	0.1	0.2
Other Cash Adjustments	2.2	2.2	2.2	2.2	2.2
Sub-Total Cash Adjustment Changes	(66.8)	104.6	30.4	17.9	(1.4)
Total Baseline Changes	\$49.3	(\$2.6)	(\$118.2)	(\$114.3)	(\$147.1)
Programs to Eliminate the GAP (PEGS)					
2009 Program	9.9	61.0	61.9	69.3	59.1
Post-2009 Program-Unspecified	0.0	0.0	59.6	119.2	178.8
2008 November Financial Plan - Net Cash Deficit	(\$2,422.2)	(\$2,707.5)	(\$2,996.0)	(\$3,096.7)	(\$3,210.5)

**MTA New York City Transit
November Financial Plan 2009-2012
Summary of Major Plan-to-Plan Changes
Ridership (Utilization)**

The November 2008 Financial Plan baseline non-student ridership forecast uses as a base September actual 2008 year-to-date ridership. The October-December 2008 forecast is the same as the July 2008 Plan, which assumed that the January-April trend (1.1% above budget for subway and 0.2% below budget for buses) would continue for the remainder of 2008. Although May-September non-student ridership was higher than the July Plan (2.9% higher for subway and 1.8% higher for buses), the lower ridership from the July Plan was used for October-December because ridership is expected to slow down due to the worsening economy. The resulting 2008 non-student ridership forecast is 23.3 million higher than the July Plan.

Working off the revised 2008 projection, annual 2009-2012 ridership growth forecasts are based on a revised employment forecast developed by the MTA that reflects the recent financial turmoil. The revised forecast projects a 1.35% decline in NYC employment in 2009 (compared to the July Plan assumption of flat employment), followed by a slight increase of 0.54% in 2010 (compared to 1.02% in the July Plan). Employment is projected to grow by more than one percent in 2011 and 2012, higher than the less than one percent growth assumed for 2011 and 2012 in the July Plan. The resulting November Plan non-student ridership is expected to be 7.2 million lower than the July Plan in 2009, 17.8 million lower in 2010, 9.8 million lower in 2011, and 5.7 million higher in 2012.

The November Plan student ridership forecast is based on September year-to-date results and an assumption of no annual growth from 2009 to 2012 (the July Plan also assumed no student growth). As a result of slightly higher September Year-to-date results, student ridership is expected to be 0.6 million higher than the February Plan each year from 2008 to 2012.

The resulting total subway and bus ridership forecast is higher than the July 2008 Plan by 23.9 million in 2008, then 6.6 million lower in 2009, 17.2 million lower in 2010, 9.2 million lower in 2011, and higher by 6.3 million in 2012.

MTA New York City Transit
November Financial Plan 2009 - 2012
Ridership/Traffic Volume (Utilization)
(in millions)

	2007	2008	2009			
	Actuals	November Forecast	Final Proposed Budget	2010	2011	2012
Subway	1,562.5	1,622.8	1,596.7	1,602.3	1,624.6	1,648.6
Bus	738.0	747.9	736.6	740.0	749.6	760.1
Paratransit	5.9	7.2	8.2	9.5	10.9	12.5
Baseline Total Ridership	2,306.4	2,377.8	2,341.6	2,351.8	2,385.1	2,421.2
Impact of: PEG Program						
Total Ridership	2,306.4	2,377.8	2,341.6	2,351.8	2,385.1	2,421.2

MTA NEW YORK CITY TRANSIT
November Plan 2009 - 2012
Summary of 2009 Program to Eliminate the Gap(PEGs)
(\$ in millions)

	2008		2009		2010		2011		2012	
	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>
Administration										
Administrative Efficiencies - AFC	0	0.000	2	0.207	2	0.207	2	0.207	2	0.207
Administrative Efficiencies - Buses	0	0.000	15	1.495	15	1.495	15	1.495	15	1.495
Administrative Efficiencies - Chief of Staff	4	0.421	12	1.348	12	1.348	12	1.348	12	1.348
Administrative Efficiencies - Corporate Communicatio	0	0.000	1	0.065	1	0.065	1	0.065	1	0.065
Administrative Efficiencies - EMD	0	0.000	13	1.672	13	1.672	13	1.672	13	1.672
Administrative Efficiencies - Law	1	0.058	(1)	0.266	0	0.565	0	0.548	0	0.548
Administrative Efficiencies - OMB	1	0.343	1	0.096	1	0.096	1	0.096	1	0.096
Administrative Efficiencies - RTO	0	0.000	2	0.214	2	0.214	2	0.214	2	0.214
Administrative Efficiencies - System Safety	0	0.000	1	0.071	1	0.071	1	0.071	1	0.071
Administrative Efficiencies - Technology and Informat	0	0.000	0	0.300	0	0.600	0	0.600	0	0.600
Administrative Efficiencies -Materiel	0	0.333	0	0.334	0	0.000	0	0.000	0	0.000
Administrative Efficiencies-Controller	0	0.000	3	0.334	5	0.447	5	0.447	5	0.447
Administrative Efficiencies-MOW (Maintenance of We	9	0.611	9	0.665	9	0.665	9	0.665	9	0.665
Prescription Drug Contract Re-bid	0	0.000	0	2.500	0	5.000	0	5.000	0	5.000
Sub-Total Administration	15	\$ 1.766	58	\$ 9.567	61	\$ 12.445	61	\$ 12.428	61	\$ 12.428
Maintenance										
Bus Facility Maintenance Economies	0	1.148	0	1.148	0	1.148	0	1.148	0	1.148
Bus Shop Plan - 12 Year Upgrade Savings	0	0.000	69	9.125	34	5.620	73	12.796	9	2.229
Bus Shop Plan - MCI Economies	0	1.848	6	1.525	2	0.774	3	0.994	4	1.053
Bus Supervisory Productivity	0	0.000	8	1.060	8	1.060	8	1.060	8	1.060
Car Cleaning Economies	0	0.000	0	0.000	14	0.864	14	0.864	14	0.864
Car Quality Control Initiative Efficiencies	0	0.000	17	3.455	17	3.455	17	3.455	17	3.455
EMD Maintenance Efficiencies	0	0.000	4	0.730	4	0.530	4	0.530	4	0.530
Fare Control Maintenance Efficiencies	0	0.000	6	0.505	6	0.505	6	0.505	6	0.505
Fleet Maintenance Efficiencies - Buses	0	0.000	50	4.252	79	7.798	79	7.798	79	7.798
Maintenance Efficiencies - Car Equipment	12	0.476	59	5.971	59	5.971	59	5.971	59	5.971

MTA NEW YORK CITY TRANSIT
November Plan 2009 - 2012
Summary of 2009 Program to Eliminate the Gap(PEGs)
(\$ in millions)

	2008		2009		2010		2011		2012	
	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>
Maintenance Efficiencies - Electrical	0	0.000	4	0.301	4	0.301	4	0.301	4	0.301
Maintenance Efficiencies - Infrastructure	0	0.000	3	0.241	3	0.241	3	0.241	3	0.241
Maintenance Efficiencies - RTO	10	0.282	10	0.307	10	0.307	10	0.307	10	0.307
Maintenance Efficiencies - Track	0	0.000	5	0.484	5	0.484	0	0.000	0	0.000
Material Economies-Buses	0	0.000	0	1.276	0	1.276	0	1.276	0	1.276
Non-Revenue Vehicle Replacement Cycle	0	0.260	0	2.114	0	(0.216)	0	0.124	0	0.464
Rehabilitated Stations Maintenance Efficiencies	0	0.000	12	0.848	12	0.848	12	0.848	12	0.848
SONET/ATM Maintenance Reduction	0	1.000	0	0.500	0	0.000	0	0.000	0	0.000
Station Track Cleaning Initiative Efficiencies	8	0.558	8	0.607	8	0.607	8	0.607	8	0.607
Supply Logistics Efficiencies	0	0.000	13	0.993	13	0.985	13	0.964	13	0.943
Terminal Car Cleaning Initiative Efficiencies	29	0.843	29	1.833	29	1.833	29	1.833	29	1.833
Track Test Savings	8	0.305	13	1.078	13	1.078	13	1.078	13	1.078
Water Intrusion Remediation	0	0.000	12	0.998	12	0.998	12	0.998	12	0.998
Sub-Total Maintenance	67	\$ 6.720	328	\$ 39.351	332	\$ 36.467	367	\$ 43.698	304	\$ 33.509
Other										
Security Post Reductions	0	0.000	13	0.916	13	0.916	13	0.916	13	0.916
Title Downgrades	0	0.000	0	0.836	0	0.836	0	0.836	0	0.836
Sub-Total Other	0	\$ 0.000	13	\$ 1.752	13	\$ 1.752	13	\$ 1.752	13	\$ 1.752
Service Support										
Bus Shifter Economies	0	0.000	21	2.137	21	2.137	21	2.137	21	2.137
Eliminate Night Shift Revenue Processing	10	0.278	10	0.605	10	0.605	10	0.605	10	0.605
Eliminate WEP Program	0	0.000	19	2.563	19	2.563	19	2.563	19	2.563
Platform Controller Reduction	0	0.000	14	0.955	14	0.955	14	0.955	14	0.955
RTO Safety Initiative Efficiencies	0	0.000	17	1.575	17	1.575	17	1.575	17	1.575
Revenue Collection Efficiencies	10	0.953	10	0.691	10	0.691	10	0.691	10	0.691
Service Support Efficiencies - Buses	0	0.000	0	0.300	0	0.300	0	0.300	0	0.300
Service Support Efficiencies - Subways	0	0.000	9	0.734	9	0.734	9	0.734	9	0.734

MTA NEW YORK CITY TRANSIT
November Plan 2009 - 2012
Summary of 2009 Program to Eliminate the Gap(PEGs)
(\$ in millions)

		2008		2009		2010		2011		2012	
		<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>
Traffic Checking Efficiencies		1	0.212	2	0.743	4	1.715	4	1.865	4	1.865
Sub-Total	Service Support	21	\$ 1.443	102	\$ 10.303	104	\$ 11.275	104	\$ 11.425	104	\$ 11.425
Total Programs		103	\$ 9.929	501	\$ 60.973	510	\$ 61.939	545	\$ 69.303	482	\$ 59.114

MTA NEW YORK CITY TRANSIT
November Plan 2009 - 2012
Summary of Program to Eliminate the Gap(PEGs) Worksheet

(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	1/1/2009
Budget Reference	FINAL08	Category	Administration	Savings Date	1/1/2009
PEG / New Need ID	0000000214	Current Budget Year	2008	Status	Open
Program:	Administrative Efficiencies - AFC			Agency Status	Pending
Description and Implementation Pla	This proposal provides productivity savings through staffing efficiencies. Functions will be absorbed by existing staff.				
Background Details	This proposal eliminates 2 professional and technical positions from the Division of Automated Fare Control (AFC) Program Management and Sales in 2009.				

				2008	2009	2010	2011	2012
Total Headcount	NYCTR	0000000214	FINAL08	0	2	2	2	2
Financial Impact	NYCTR	0000000214	FINAL08	\$ 0.000	\$ 0.207	\$ 0.207	\$ 0.207	\$ 0.207

MTA NEW YORK CITY TRANSIT
November Plan 2009 - 2012
Summary of Program to Eliminate the Gap(PEGs) Worksheet

(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	1/1/2009
Budget Reference	FINAL08	Category	Administration	Savings Date	1/1/2009
PEG / New Need ID	0000000181	Current Budget Year	2008	Status	Open
Program:	Administrative Efficiencies - Buses			Agency Status	Pending
Description and Implementation Pla	Existing staff will absorb the workload.				
Background Details	Administrative efficiencies will reduce 15 positions from various divisions within the Department of Buses (12 Administrative and 3 Hourly) as follows: Facilities (1), Transportation (1), Training (1), Maintenance & Support Service (1), Maintenance Overhaul Facilities (1), Operations Support (3), Division Operations (4), 3 Hourly Road Control positions from Centralized Road Service (CRS).				

				2008	2009	2010	2011	2012
Total Headcount	NYCTR	0000000181	FINAL08	0	15	15	15	15
Financial Impact	NYCTR	0000000181	FINAL08	\$ 0.000	\$ 1.495	\$ 1.495	\$ 1.495	\$ 1.495

MTA NEW YORK CITY TRANSIT
November Plan 2009 - 2012
Summary of Program to Eliminate the Gap(PEGs) Worksheet

(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	1/1/2008
Budget Reference	FINAL08	Category	Administration	Savings Date	1/1/2008
PEG / New Need ID	0000000182	Current Budget Year	2008	Status	Open
Program:	Administrative Efficiencies - Chief of Staff			Agency Status	Pending
Description and Implementation Pla	Due to the reorganization of the Dept. of Subways, the Office of the Chief of Staff was created. This new consolidated group now eliminates the redundancy of functions across the various divisions in Subways.				
Background Details	Under this proposal the following positions will be eliminated: Chief of Operations-Rolling Stock and MOW, Chief of Operations for Service Delivery, 1 manager from the General Services Office, 6 PT&E's throughout DOS, 1 clerical in Employee Availability, and 2 Operating Supervisors from the Administration and Finance Groups. Also a reduction of \$60K in unscheduled overtime for PT&E's and Supervisors in MOW Administration will be achieved. 2008 savings achieved by eliminating vacant positions.				

				2008	2009	2010	2011	2012
Total Headcount	NYCTR	0000000182	FINAL08	4	12	12	12	12
Financial Impact	NYCTR	0000000182	FINAL08	\$ 0.421	\$ 1.348	\$ 1.348	\$ 1.348	\$ 1.348

MTA NEW YORK CITY TRANSIT
November Plan 2009 - 2012
Summary of Program to Eliminate the Gap(PEGs) Worksheet

(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	1/1/2009
Budget Reference	FINAL08	Category	Administration	Savings Date	1/1/2009
PEG / New Need ID	0000000216	Current Budget Year	2008	Status	Open
Program:	Administrative Efficiencies - Corporate Communications			Agency Status	Pending
Description and Implementation Pla	In order to complete this enhancement, six Customer Service Specialists will be converted to four Analysts who will perform database analysis and interpretation. Temporary services will be increased to cover peak periods and availability issues.				
Background Details	Administrative efficiencies can be achieved through a number of initiatives. With the implementation of Trip Planner on the internet, Corporate Communications can enhance customer itineraries by factoring in service changes resulting from scheduled work.				

				2008	2009	2010	2011	2012
Total Headcount	NYCTR	0000000216	FINAL08	0	1	1	1	1
Financial Impact	NYCTR	0000000216	FINAL08	\$ 0.000	\$ 0.065	\$ 0.065	\$ 0.065	\$ 0.065

MTA NEW YORK CITY TRANSIT
November Plan 2009 - 2012
Summary of Program to Eliminate the Gap(PEGs) Worksheet

(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	1/1/2009
Budget Reference	FINAL08	Category	Administration	Savings Date	1/1/2009
PEG / New Need ID	0000000217	Current Budget Year	2008	Status	Open
Program:	Administrative Efficiencies - EMD			Agency Status	Pending
Description and Implementation Pla	EMD is undergoing a reorganization and anticipates that productivity and streamlining efficiencies will be achieved. Functions will be absorbed by existing staff.				
Background Details	Reduce administrative staff in the Electronics Maintenance Division (EMD), beginning 1/1/2009 with the reduction of twelve managerial positions and one clerical position.				

				2008	2009	2010	2011	2012
Total Headcount	NYCTR	0000000217	FINAL08	0	13	13	13	13
Financial Impact	NYCTR	0000000217	FINAL08	\$ 0.000	\$ 1.672	\$ 1.672	\$ 1.672	\$ 1.672

MTA NEW YORK CITY TRANSIT
November Plan 2009 - 2012
Summary of Program to Eliminate the Gap(PEGs) Worksheet

(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	7/1/2008
Budget Reference	FINAL08	Category	Administration	Savings Date	7/1/2008
PEG / New Need ID	0000000218	Current Budget Year	2008	Status	Open
Program:	Administrative Efficiencies - Law			Agency Status	Pending
Description and Implementation Pla	Effective May 2008, an administrative clerical position will be eliminated; functions will be absorbed by existing staff. Effective January, 2009, the Law Dept. will increase staff to reduce Outside counsel costs.				
Background Details	Outside counsel costs will be reduced by using internal staff to both prepare the initial legal instruments in No-fault cases and to handle the annual arbitrations under the Uninsured Motorist Law. In addition, through the realignment of responsibilities, the Law Dept. will eliminate a clerical position beginning in 2008.				

				2008	2009	2010	2011	2012
Total Headcount	NYCTR	0000000218	FINAL08	1	(1)	0	0	0
Financial Impact	NYCTR	0000000218	FINAL08	\$ 0.058	\$ 0.266	\$ 0.565	\$ 0.548	\$ 0.548

MTA NEW YORK CITY TRANSIT
November Plan 2009 - 2012
Summary of Program to Eliminate the Gap(PEGs) Worksheet

(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	1/1/2008
Budget Reference	FINAL08	Category	Administration	Savings Date	1/1/2008
PEG / New Need ID	0000000169	Current Budget Year	2008	Status	Open
Program:	Administrative Efficiencies - OMB			Agency Status	Pending
Description and Implementation Pla	This proposal provides productivity savings through staffing efficiencies. Functions will be performed by existing staff.				
Background Details	Reduce administrative staff in the Office of Management and Budget, beginning 1/1/08 with the reduction of one managerial position In addition, 2008 includes one-time salary and wage savings due to vacancies.				

				2008	2009	2010	2011	2012
Total Headcount	NYCTR	0000000169	FINAL08	1	1	1	1	1
Financial Impact	NYCTR	0000000169	FINAL08	\$ 0.343	\$ 0.096	\$ 0.096	\$ 0.096	\$ 0.096

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Summary of Program to Eliminate the Gap(PEGs) Worksheet

(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	1/1/2009
Budget Reference	FINAL08	Category	Administration	Savings Date	1/1/2009
PEG / New Need ID	0000000183	Current Budget Year	2008	Status	Open
Program:	Administrative Efficiencies - RTO			Agency Status	Pending
Description and Implementation Pla	This proposal eliminates one member of the Emergency Response Team on select tours starting January, 2009.				
Background Details	In 2008, 10 Emergency Response Teams each consisting of 1 Train Service Supervisor and 1 Superintendent were established in RTO to respond to emergencies and to act as liaison with the Mayor's Office of Emergency Management and other Federal, State or City emergency response units. In an emergency, the teams coordinate with the Rail Control Center in facilitating a response and/or changes to subway service.				

				2008	2009	2010	2011	2012
Total Headcount	NYCTR	0000000183	FINAL08	0	2	2	2	2
Financial Impact	NYCTR	0000000183	FINAL08	\$ 0.000	\$ 0.214	\$ 0.214	\$ 0.214	\$ 0.214

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(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	1/1/2009
Budget Reference	FINAL08	Category	Administration	Savings Date	1/1/2009
PEG / New Need ID	0000000170	Current Budget Year	2008	Status	Open
Program:	Administrative Efficiencies - System Safety			Agency Status	Pending
Description and Implementation Pla	This proposal provides productivity savings through staffing efficiencies. Functions will be absorbed by existing staff.				
Background Details	Reduce administrative staff in the Office of System Safety, beginning 1/1/09 with the reduction of one clerical position.				

				2008	2009	2010	2011	2012
Total Headcount	NYCTR	0000000170	FINAL08	0	1	1	1	1
Financial Impact	NYCTR	0000000170	FINAL08	\$ 0.000	\$ 0.071	\$ 0.071	\$ 0.071	\$ 0.071

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(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	1/1/2008
Budget Reference	FINAL08	Category	Administration	Savings Date	1/1/2008
PEG / New Need ID	0000000171	Current Budget Year	2008	Status	Open
Program:	Administrative Efficiencies - Technology and Information Services (TIS)			Agency Status	Pending
Description and Implementation Pla	Beginning in 2008, reduce mainframe budget to revised projections based on historical actuals.				
Background Details	NYCT outsources mainframe processing to an outside vendor (IBM). The IBM contract commenced in 2005, at which time the budget was established. However, mainframe usage has historically been lower than initially budgeted.				

				2008	2009	2010	2011	2012
Total Headcount	NYCTR	0000000171	FINAL08	0	0	0	0	0
Financial Impact	NYCTR	0000000171	FINAL08	\$ 0.000	\$ 0.300	\$ 0.600	\$ 0.600	\$ 0.600

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Summary of Program to Eliminate the Gap(PEGs) Worksheet

(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	1/1/2008
Budget Reference	FINAL08	Category	Administration	Savings Date	1/1/2008
PEG / New Need ID	0000000219	Current Budget Year	2008	Status	Open
Program:	Administrative Efficiencies -Materiel			Agency Status	Pending
Description and Implementation Pla	This initiative will reduce operating costs for construction and demolition debris removal by charging this cost to the appropriate capital project.				
Background Details	NYC Transit disposes of construction/demolition debris (CD/DD) in an estimated range of 89,000 to 156,000 cubic yards annually via waste hauling contracts. Over the past ten years, approximately 49% of CD/DD has been related to reimbursable work along the right-of -way				

				2008	2009	2010	2011	2012
Total Headcount								
Financial Impact	NYCTR	0000000219	FINAL08	\$ 0.333	\$ 0.334	\$ 0.000	\$ 0.000	\$ 0.000

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Summary of Program to Eliminate the Gap(PEGs) Worksheet

(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	1/1/2009
Budget Reference	FINAL08	Category	Administration	Savings Date	1/1/2009
PEG / New Need ID	0000000215	Current Budget Year	2008	Status	Open
Program:	Administrative Efficiencies-Controller			Agency Status	Pending
Description and Implementation Pla	This proposal provides productivity savings through staffing efficiencies. Functions will be absorbed by existing staff.				
Background Details	Eliminate position vacancies within the Controllers Office and adjust cash/trade discounts on operating contracts to historical actuals.				

				2008	2009	2010	2011	2012
Total Headcount	NYCTR	0000000215	FINAL08	0	3	5	5	5
Financial Impact	NYCTR	0000000215	FINAL08	\$ 0.000	\$ 0.334	\$ 0.447	\$ 0.447	\$ 0.447

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Summary of Program to Eliminate the Gap(PEGs) Worksheet

(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	1/1/2008
Budget Reference	FINAL08	Category	Administration	Savings Date	1/1/2008
PEG / New Need ID	0000000220	Current Budget Year	2008	Status	Open
Program:	Administrative Efficiencies-MOW (Maintenance of Way)			Agency Status	Pending
Description and Implementation Pla	Under this proposal Infrastructure will eliminate 6 vacant positions and Track will eliminate 3 vacant positions effective January 2008.				
Background Details	Infrastructure will eliminate 6 vacant positions from it's administrative staff: 2 PT&E's from Infrastructure Capital Construction; 2 PT&E's from Structures & Facilities and 2 clericals from Electro-Mech. Track will eliminate 3 vacant clerical positions, 1 each from Track Construction, Subway Maintenance and System Maintenance.				

				2008	2009	2010	2011	2012
Total Headcount	NYCTR	0000000220	FINAL08	9	9	9	9	9
Financial Impact	NYCTR	0000000220	FINAL08	\$ 0.611	\$ 0.665	\$ 0.665	\$ 0.665	\$ 0.665

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(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	7/1/2009
Budget Reference	FINAL08	Category	Administration	Savings Date	12/1/2009
PEG / New Need ID	0000000173	Current Budget Year	2008	Status	Open
Program:	Prescription Drug Contract Re-bid			Agency Status	Pending
Description and Implementation Pla	Increased discounts are expected for the average wholesale price of retail/generic prescriptions of at least. 5% and 6%, respectively; reductions in dispensing fees/improved rebates are based on preliminary contract discussions.				
Background Details	Renegotiate NYC Transit's prescription drug contract which expires in July 2009 to achieve additional savings. It's anticipated that the renegotiated contract will yield the following benefits: savings from increased discounts on both retail brand and generic prescription drugs, reduction in retail dispensing fees and an improvement in rebates for prescriptions processed at retail sites as well as through the mail. Cost reductions are expected to be greater once prospective bidders compete for NYCT's business.				

				2008	2009	2010	2011	2012
Total Headcount								
Financial Impact	NYCTR	0000000173	FINAL08	\$ 0.000	\$ 2.500	\$ 5.000	\$ 5.000	\$ 5.000

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(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	7/1/2008
Budget Reference	FINAL08	Category	Maintenance	Savings Date	7/1/2008
PEG / New Need ID	0000000185	Current Budget Year	2008	Status	Open
Program:	Bus Facility Maintenance Economies			Agency Status	Pending
Description and Implementation Pla	Savings will be primarily achieved through the introduction of a capital in-house workforce which will complete select construction projects in a more cost efficient and timely manner.				
Background Details	Operating contract expenditures will be reduced by minimizing maintenance repairs on upcoming facility-based capital work.				

				2008	2009	2010	2011	2012
Total Headcount								
Financial Impact	NYCTR	0000000185	FINAL08	\$ 1.148	\$ 1.148	\$ 1.148	\$ 1.148	\$ 1.148

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(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	7/1/2008
Budget Reference	FINAL08	Category	Maintenance	Savings Date	7/1/2008
PEG / New Need ID	0000000187	Current Budget Year	2008	Status	Open
Program:	Bus Shop Plan - 12 Year Upgrade Savings			Agency Status	Pending
Description and Implementation Pla	Currently buses are planned to be retired after 12 years. Buses undergo 12 year upgrades to further extend their useful life. This initiative assumes that current planned bus replacements will be timely and allow for the elimination of these upgrades.				
Background Details	Based on current service requirements and the schedule for bus replacements, the Department of Buses assumes a lower number of 12 Year Upgrades will be required during the financial plan period.				

				2008	2009	2010	2011	2012
Total Headcount	NYCTR	0000000187	FINAL08	0	69	34	73	9
Financial Impact	NYCTR	0000000187	FINAL08	\$ 0.000	\$ 9.125	\$ 5.620	\$ 12.796	\$ 2.229

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(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	1/1/2009
Budget Reference	FINAL08	Category	Maintenance	Savings Date	1/1/2009
PEG / New Need ID	0000000188	Current Budget Year	2008	Status	Open
Program:	Bus Shop Plan - MCI Economies			Agency Status	Pending
Description and Implementation Pla	MCI bus engines and transmissions are projected to last longer than planned and will reduce in-chassis overhauls (ICO) by 75%. Combined with reduced transmission work on 40 MCI buses, this results in a need for fewer bus maintainers.				
Background Details	Based on historical performance data, the Department of Buses plans to decrease the magnitude of In-Chasis Overhauls (ICO) performed on MCI buses. The funding envelope for ICOs can be reduced by 75%. In addition, transmission work on MCI's can be reduced in 2009 due to better performance.				

				2008	2009	2010	2011	2012
Total Headcount	NYCTR	0000000188	FINAL08	0	6	2	3	4
Financial Impact	NYCTR	0000000188	FINAL08	\$ 1.848	\$ 1.525	\$ 0.774	\$ 0.994	\$ 1.053

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(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	1/1/2009
Budget Reference	FINAL08	Category	Maintenance	Savings Date	1/1/2009
PEG / New Need ID	0000000189	Current Budget Year	2008	Status	Open
Program:	Bus Supervisory Productivity			Agency Status	Pending
Description and Implementation Pla	This program implements co-mingling of relief coverage by division allowing for more efficient assignment of relief. Inside dispatchers will be used to provide road relief. Maint. supervisor relief will be deployed centrally among depots/divisions.				
Background Details	The implementation of co-mingling relief coverage from division to division facilitates a reduction of: 6 Dispatchers, 2 Line Supervisors, and the overtime equivalent of 4 Line Supervisors from various Department of Buses locations.				

				2008	2009	2010	2011	2012
Total Headcount	NYCTR	0000000189	FINAL08	0	8	8	8	8
Financial Impact	NYCTR	0000000189	FINAL08	\$ 0.000	\$ 1.060	\$ 1.060	\$ 1.060	\$ 1.060

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(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	1/1/2010
Budget Reference	FINAL08	Category	Maintenance	Savings Date	1/1/2010
PEG / New Need ID	0000000190	Current Budget Year	2008	Status	Open
Program:	Car Cleaning Economies			Agency Status	Pending
Description and Implementation Pla	One cleaner will be eliminated from each maintenance shop (including Pelham diesel), which will result in a reduction of 14 cleaners starting in January 2010.				
Background Details	Car Equipment has cleaners dedicated to perform duties such as inspection cleaning, condenser/evaporator wash, and facility cleaning at each maintenance shop.				

				2008	2009	2010	2011	2012
Total Headcount	NYCTR	0000000190	FINAL08	0	0	14	14	14
Financial Impact	NYCTR	0000000190	FINAL08	\$ 0.000	\$ 0.000	\$ 0.864	\$ 0.864	\$ 0.864

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(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	1/1/2009
Budget Reference	FINAL08	Category	Maintenance	Savings Date	1/1/2009
PEG / New Need ID	0000000191	Current Budget Year	2008	Status	Open
Program:	Car Quality Control Initiative Efficiencies			Agency Status	Pending
Description and Implementation Pla	Effective January 2009, 17 positions will be eliminated (15 car inspectors, 2 maintenance supervisors), and maintenance material funding will be reduced by \$2.0M.				
Background Details	Pilot programs for scratch free glass were implemented on the #1 line and the L line. The initial budget was based on an estimated number of scratch hits that is greater than actual experience. Based on the lower level of hits, resources provided for these pilots will be reduced by 50%.				

				2008	2009	2010	2011	2012
Total Headcount	NYCTR	0000000191	FINAL08	0	17	17	17	17
Financial Impact	NYCTR	0000000191	FINAL08	\$ 0.000	\$ 3.455	\$ 3.455	\$ 3.455	\$ 3.455

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(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	1/1/2009
Budget Reference	FINAL08	Category	Maintenance	Savings Date	1/1/2009
PEG / New Need ID	0000000175	Current Budget Year	2008	Status	Open
Program:	EMD Maintenance Efficencies			Agency Status	Pending
Description and Implementation Pla	The above initiatives facilitate reduction of 4 hourly positions, effective 1/1/09.				
Background Details	Through a series of efficiencies, the Electronics Maintenance Division (EMD) will eliminate four positions. One Electronic Specialist will be eliminated from the Machine Shop through productivity savings. Three Telephone Maintainers will be eliminated by extending the subway security camera preventive maintenance cycle from bi-monthly to quarterly. Additionally, the maintenance contract budgets for Halon and EBCS (emergency booth communication system) in the booths will be reduced to historical actuals.				

				2008	2009	2010	2011	2012
Total Headcount	NYCTR	0000000175	FINAL08	0	4	4	4	4
Financial Impact	NYCTR	0000000175	FINAL08	\$ 0.000	\$ 0.730	\$ 0.530	\$ 0.530	\$ 0.530

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(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	1/1/2009
Budget Reference	FINAL08	Category	Maintenance	Savings Date	1/1/2009
PEG / New Need ID	0000000176	Current Budget Year	2008	Status	Open
Program:	Fare Control Maintenance Efficiencies			Agency Status	Pending
Description and Implementation Pla	The above initiatives facilitate reduction of one Electronics Specialist and five Revenue Equipment Maintainers, effective 1/1/09.				
Background Details	The Electronics Maintenance Division will reduce six positions in MVM and turnstile asset maintenance, beginning in 2009. By extending the MVM scheduled maintenance cycles for the dual ticket feeder and ticket processing unit from 12 months to 18 months, one hourly position will be eliminated. By extending turnstile assets preventive maintenance interval for turnstile assets from 90 to 120 days, five positions will be eliminated. Turnstile assets include AFC turnstiles, HEETs, AFAS gates, MVM, MEM, MCR and TBT systems.				

				2008	2009	2010	2011	2012
Total Headcount	NYCTR	0000000176	FINAL08	0	6	6	6	6
Financial Impact	NYCTR	0000000176	FINAL08	\$ 0.000	\$ 0.505	\$ 0.505	\$ 0.505	\$ 0.505

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(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	1/1/2009
Budget Reference	FINAL08	Category	Maintenance	Savings Date	1/1/2009
PEG / New Need ID	0000000193	Current Budget Year	2008	Status	Open
Program:	Fleet Maintenance Efficiencies - Buses			Agency Status	Pending
Description and Implementation Pla	This program reduces 79 Maintainers (19 for general vehicle maint. efficiencies, 19 helpers for maint. changes, 43 for new clean fuel bus maint. and 2 positions added for inhouse unit rebuilds.				
Background Details	This program reduces 19 Maintainers (1/depot), 19 helpers (1/depot) and 43 Maintainers reserved for incremental maint. cost of Clean Fuel (CF) buses. Reductions are based on general vehicle maintenance efficiencies, changed maint. practices (ie. new oil change machines, improved fuel line duty scheduling, reductions in greasing due to synthetic grease, etc.) and reductions in incremental maintenance costs for CF buses.				

				2008	2009	2010	2011	2012
Total Headcount	NYCTR	0000000193	FINAL08	0	50	79	79	79
Financial Impact	NYCTR	0000000193	FINAL08	\$ 0.000	\$ 4.252	\$ 7.798	\$ 7.798	\$ 7.798

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(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	1/1/2009
Budget Reference	FINAL08	Category	Maintenance	Savings Date	1/1/2009
PEG / New Need ID	0000000194	Current Budget Year	2008	Status	Open
Program:	Maintenance Efficiencies - Car Equipment			Agency Status	Pending
Description and Implementation Pla	Implementing improved fleet maintenance practices and processes will permit maintenance resource savings in the maintenance shops, overhaul shops, and yards.				
Background Details	Productivity savings will be implemented as follows: Maintenance Shops-37 Car Inspectors and 2 MSI's; Overhaul Shops-8 Car Inspectors in Non-SMS functions; and Yards-12 Road Car Inspectors performing pre-service inspection and troubleshooting				

				2008	2009	2010	2011	2012
Total Headcount	NYCTR	0000000194	FINAL08	12	59	59	59	59
Financial Impact	NYCTR	0000000194	FINAL08	\$ 0.476	\$ 5.971	\$ 5.971	\$ 5.971	\$ 5.971

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(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	1/1/2009
Budget Reference	FINAL08	Category	Maintenance	Savings Date	1/1/2009
PEG / New Need ID	0000000195	Current Budget Year	2008	Status	Open
Program:	Maintenance Efficiencies - Electrical			Agency Status	Pending
Description and Implementation Pla	Under this proposal, these two crews will be eliminated consisting of a total of 4 personnel: 2 Power Electronic Maintainers and 2 Power Electronic Technicians. This function will be absorbed by the existing substation workforce crews.				
Background Details	The Sound Diagnostic crew uses decibel reading equipment to test whether NYCT's equipment is working within OSHA guidelines. This allows our substation personnel to take corrective action when sound levels exceed legal limits. The Thermal Diagnostic crew uses sophisticated thermal imaging equipment to scan equipment in Power Substations on a three year schedule (and on a requested basis) to detect abnormal heating issues on power equipment.				

				2008	2009	2010	2011	2012
Total Headcount	NYCTR	0000000195	FINAL08	0	4	4	4	4
Financial Impact	NYCTR	0000000195	FINAL08	\$ 0.000	\$ 0.301	\$ 0.301	\$ 0.301	\$ 0.301

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(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	1/1/2009
Budget Reference	FINAL08	Category	Maintenance	Savings Date	1/1/2009
PEG / New Need ID	0000000197	Current Budget Year	2008	Status	Open
Program:	Maintenance Efficiencies - Infrastructure			Agency Status	Pending
Description and Implementation Pla	Proposal- reduce frequency of preventive maint. as follows:(1) Heat trace systems-from monthly to bi-monthly in cold weather months- (2) Air curtains-quarterly to semi-annually; (3) Fan coils-from bi-monthly to 3 times a year. 3 FTE's to be elim.				

Background Details

This PEG addresses the following: (1) Heat trace systems: to prevent freezing, 45 heat trace systems have been installed on underriver tube fire suppression systems and pump room discharge lines to insure that both water-based systems remain fully operational during periods of cold weather. These systems are inspected and maintained monthly for 6 months of the year by teams of 2 maintainers. (2) Air curtains: located adjacent to roll-up doors and blow hot air when the doors are open in cold weather. (3) Fan coils: ceiling units located in buildings, shops and barns that blow hot air in winter and cold air in summer. Air curtains and fan coils are inspected and maintained by teams of 2 HVAC maintainers.

				2008	2009	2010	2011	2012
Total Headcount	NYCTR	0000000197	FINAL08	0	3	3	3	3
Financial Impact	NYCTR	0000000197	FINAL08	\$ 0.000	\$ 0.241	\$ 0.241	\$ 0.241	\$ 0.241

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(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	1/1/2008
Budget Reference	FINAL08	Category	Maintenance	Savings Date	1/1/2008
PEG / New Need ID	0000000199	Current Budget Year	2008	Status	Open
Program:	Maintenance Efficiencies - RTO			Agency Status	Pending
Description and Implementation Pla	These 10 positions will be eliminated and the maintenance of the facilities will be done by existing RTO staff. RTO will also work with Stations to develop work programs that include the daily cleaning of these facilities, with existing station cleaners				
Background Details	There are 10 Cleaners performing heavy duty cleaning of crew rooms and RTO facilities in Subdivision A & B.				

				2008	2009	2010	2011	2012
Total Headcount	NYCTR	0000000199	FINAL08	10	10	10	10	10
Financial Impact	NYCTR	0000000199	FINAL08	\$ 0.282	\$ 0.307	\$ 0.307	\$ 0.307	\$ 0.307

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(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	1/1/2009
Budget Reference	FINAL08	Category	Maintenance	Savings Date	1/1/2009
PEG / New Need ID	0000000200	Current Budget Year	2008	Status	Open
Program:	Maintenance Efficiencies - Track			Agency Status	Pending

Description and Implementation Pla Under this proposal the entire additional workforce of 5 positions is eliminated returning us to the pre-2006 levels of installation.

Background Details In 2006, 5 positions were added to the budget to undertake a campaign to retrofit 50,000 rolled steel Pandrol plates installed in subway jointed rail areas with anti-abrasion pads. The pads fit between the base of the rail and the baseplate as a measure to reduce rail gall (worn spots). The initial proposal envisioned 2 gangs of 10 positions taking 5 years (through 2010) to complete the retrofit, though the initiative was budgeted at the 50% level. However, as finally approved, only 5 positions were added with the December 2010 completion date. While the anti-abrasion pads were installed by maintenance forces when the opportunity arose, a systematic retrofit program was never fully implemented.

				2008	2009	2010	2011	2012
Total Headcount	NYCTR	0000000200	FINAL08	0	5	5	0	0
Financial Impact	NYCTR	0000000200	FINAL08	\$ 0.000	\$ 0.484	\$ 0.484	\$ 0.000	\$ 0.000

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(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	1/1/2009
Budget Reference	FINAL08	Category	Maintenance	Savings Date	1/1/2009
PEG / New Need ID	0000000221	Current Budget Year	2008	Status	Open
Program:	Material Economies-Buses			Agency Status	Pending
Description and Implementation Pla	These savings come primarily as a result of increased longer service/change intervals, increased unit rebuild in-house work, and longer life expectancy on some parts.				
Background Details	This program reduces material consumption and/or costs in the following areas: Air condition air filters, air condition controller motors, Compressed Natural Gas (CNG) bus parts, fuel filters, CNG bus tune-ups, and wheel checks.				

				2008	2009	2010	2011	2012
Total Headcount								
Financial Impact	NYCTR	0000000221	FINAL08	\$ 0.000	\$ 1.276	\$ 1.276	\$ 1.276	\$ 1.276

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(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	7/1/2008
Budget Reference	FINAL08	Category	Maintenance	Savings Date	7/1/2008
PEG / New Need ID	0000000201	Current Budget Year	2008	Status	Open
Program:	Non-Revenue Vehicle Replacement Cycle			Agency Status	Pending
Description and Implementation Pla	Beginning in 2008, the current 8 year non-revenue replacement cycle will be revised to reflect a 10 year cycle. Savings will result from fewer vehicle purchases and lower maintenance costs due to the elimination of most costly repairs.				
Background Details	Vehicle replacement savings and maintenance economies result by extending the current 8 year non-revenue vehicle replacement plan to a 10 year plan, for light duty vehicles. The plan assumes: rotation of fleet to ensure 10k miles per vehicle per year; replacing vehicles every 10 years (previously 8 years); and replacing vehicles not yet 10 years old when repairs exceeds current book value.				

				2008	2009	2010	2011	2012
Total Headcount								
Financial Impact	NYCTR	0000000201	FINAL08	\$ 0.260	\$ 2.114	\$(0.216)	\$ 0.124	\$ 0.464

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(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	1/1/2009
Budget Reference	FINAL08	Category	Maintenance	Savings Date	1/1/2009
PEG / New Need ID	0000000203	Current Budget Year	2008	Status	Open
Program:	Rehabilitated Stations Maintenance Efficiencies			Agency Status	Pending
Description and Implementation Pla	With no station rehabilitations expected to be completed in 2009, six cleaners and six maintainers can be eliminated.				
Background Details	Since 2001 and 2004, cleaning and maintenance resources respectively have been added for rehabilitated stations. This is a result of additional maintenance requirements for new finishes and fixtures installed as part of the capital project renovation (e.g. additional lighting, new facilities, stainless steel fixtures, and glass surfaces.) Consequently, 6 Cleaners and 6 Maintainers are incrementally added each year; this is renewed and annually revised based on the actual number of stations receiving beneficial use.				

				2008	2009	2010	2011	2012
Total Headcount	NYCTR	0000000203	FINAL08	0	12	12	12	12
Financial Impact	NYCTR	0000000203	FINAL08	\$ 0.000	\$ 0.848	\$ 0.848	\$ 0.848	\$ 0.848

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(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	1/1/2008
Budget Reference	FINAL08	Category	Maintenance	Savings Date	1/1/2008
PEG / New Need ID	0000000179	Current Budget Year	2008	Status	Open
Program:	SONET/ATM Maintenance Reduction			Agency Status	Pending
Description and Implementation Pla	Revise SONET/ATM network vendor support contract to reflect current project status.				
Background Details	The SONET/ATM network was scheduled for beneficial use in January, 2008 and additional in-house resources and funds for maintenance contracts with Siemens were added to the budget. The Siemens contracts will provide maintenance repair and return of defective equipment, technical assistance, software upgrades and support. Due to delays in final acceptance, not all contracts will be required in 2008, with the remainder being implemented in mid-2009.				

				2008	2009	2010	2011	2012
Total Headcount								
Financial Impact	NYCTR	0000000179	FINAL08	\$ 1.000	\$ 0.500	\$ 0.000	\$ 0.000	\$ 0.000

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(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	1/1/2008
Budget Reference	FINAL08	Category	Maintenance	Savings Date	1/1/2008
PEG / New Need ID	0000000222	Current Budget Year	2008	Status	Open
Program:	Station Track Cleaning Initiative Efficiencies			Agency Status	Pending
Description and Implementation Pla	Achievement of the entire goal with an equivalent effort would require 80.5 FTE, or 7.5 FTE less than current budget of 88 pos. Pilot cleaning goals not impacted by elim. of 1 cleaning gang.				
Background Details	The track Cleaning Pilot initiative included 92 operating positions. 11 gangs each consist of 1 Supervisor, 6 trackworkers and 1 PD Mtr. (total of 88 pos); and 4 relief supervisors, primarily to cover pre-existing gangs. From the Pilot's inception through May 3, Track's goal was to clean a total of 9,384 station tracks. Actual cleaned was 7,665. An average 65.8 supervisory/hourly FTE's were used-more efficient use of staff than originally projected.				

				2008	2009	2010	2011	2012
Total Headcount	NYCTR	0000000222	FINAL08	8	8	8	8	8
Financial Impact	NYCTR	0000000222	FINAL08	\$ 0.558	\$ 0.607	\$ 0.607	\$ 0.607	\$ 0.607

MTA NEW YORK CITY TRANSIT
November Plan 2009 - 2012
Summary of Program to Eliminate the Gap(PEGs) Worksheet

(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	1/1/2009
Budget Reference	FINAL08	Category	Maintenance	Savings Date	1/1/2009
PEG / New Need ID	0000000180	Current Budget Year	2008	Status	Open
Program:	Supply Logistics Efficiencies			Agency Status	Pending
Description and Implementation Pla	Supply Logistics Div. will reduce operating costs through work plan efficiencies, elim. 13 pos. involved with parts receipts & distribution for maint. activities in both Dept. of Subways and Buses.				
Background Details	Savings include reducing staff at the Central Warehouse facilities located in both Queens and the Bronx, elim. a position and the shipping support hub by transferring the East New York Yard Truck function to drivers located at the Maspeth site, reducing parts kitting support and the full or partial closure of a number of storerooms/shifts.				

				2008	2009	2010	2011	2012
Total Headcount	NYCTR	0000000180	FINAL08	0	13	13	13	13
Financial Impact	NYCTR	0000000180	FINAL08	\$ 0.000	\$ 0.993	\$ 0.985	\$ 0.964	\$ 0.943

MTA NEW YORK CITY TRANSIT
November Plan 2009 - 2012
Summary of Program to Eliminate the Gap(PEGs) Worksheet

(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	7/1/2008
Budget Reference	FINAL08	Category	Maintenance	Savings Date	7/1/2008
PEG / New Need ID	0000000207	Current Budget Year	2008	Status	Open
Program:	Terminal Car Cleaning Initiative Efficiencies			Agency Status	Pending
Description and Implementation Pla	Effective July 2008, 29 positions will be eliminated (28 Cleaners, 1 Supervisor). This 20% reduction leaves 97 Cleaners and 17 Supervisors for this program.				
Background Details	Pilot Programs for terminal cleaning began in the fall of 2008 on the Flushing #7 Line and the Canarsie L line. These pilots included establishing terminal cleaning at both ends of the line, and determining the optimal number of cleaners at the terminal to improve car cleanliness. The current budget for these two pilots is 125 hourly and 18 supervisors. A review of the pilot results indicates that the budgeted resources can be reduced by 20% with no impact on the pilot cleaning goals.				

				2008	2009	2010	2011	2012
Total Headcount	NYCTR	0000000207	FINAL08	29	29	29	29	29
Financial Impact	NYCTR	0000000207	FINAL08	\$ 0.843	\$ 1.833	\$ 1.833	\$ 1.833	\$ 1.833

MTA NEW YORK CITY TRANSIT
November Plan 2009 - 2012
Summary of Program to Eliminate the Gap(PEGs) Worksheet

(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	7/1/2008
Budget Reference	FINAL08	Category	Maintenance	Savings Date	7/1/2008
PEG / New Need ID	0000000209	Current Budget Year	2008	Status	Open
Program:	Track Test Savings			Agency Status	Pending
Description and Implementation Pla	Starting in July 2008, 8 positions related to Track Testing on the "B" division will be eliminated. An additional five positions will be eliminated in 2009, for a total reduction of 13.				
Background Details	Cars with electronically regulated propulsion controllers (ie: R142, R142A, R143, R160) do not require the annual track test to ensure that the car's dynamic braking and propulsion systems are operating properly. With the replacement of 1,572 60-foot "B" Division cars with R160's, track testing will no longer be needed for these specific cars.				

				2008	2009	2010	2011	2012
Total Headcount	NYCTR	0000000209	FINAL08	8	13	13	13	13
Financial Impact	NYCTR	0000000209	FINAL08	\$ 0.305	\$ 1.078	\$ 1.078	\$ 1.078	\$ 1.078

MTA NEW YORK CITY TRANSIT
November Plan 2009 - 2012
Summary of Program to Eliminate the Gap(PEGs) Worksheet

(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	1/1/2009
Budget Reference	FINAL08	Category	Maintenance	Savings Date	1/1/2009
PEG / New Need ID	0000000211	Current Budget Year	2008	Status	Open
Program:	Water Intrusion Remediation			Agency Status	Pending
Description and Implementation Pla	Under this proposal the grouting workforce will be reduced by 20%, or 2 gangs consisting of 2 Supervisors and 10 hourlies. As a result, the new goal will be repairing 10,000 leaks per year.				
Background Details	The Water Intrusion Remediation program addresses water leaks by injecting grout into subway tunnel walls and ceilings. Expanded by 6 gangs in 2006, this program currently consists of 10 gangs with a goal of stopping 12,500 water leaks annually. Grouting is also completed through various Capital Program Projects: This work will continue at present levels.				

				2008	2009	2010	2011	2012
Total Headcount	NYCTR	0000000211	FINAL08	0	12	12	12	12
Financial Impact	NYCTR	0000000211	FINAL08	\$ 0.000	\$ 0.998	\$ 0.998	\$ 0.998	\$ 0.998

MTA NEW YORK CITY TRANSIT
November Plan 2009 - 2012
Summary of Program to Eliminate the Gap(PEGs) Worksheet

(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	1/1/2009
Budget Reference	FINAL08	Category	Other	Savings Date	1/1/2009
PEG / New Need ID	0000000178	Current Budget Year	2008	Status	Open
Program:	Security Post Reductions			Agency Status	Pending
Description and Implementation Pla	The Dept. of Security will implement these cost reductions: Elim. post coverage at employee parking lots-126th St. bus depot, Haven lot-East NY; post coverage-Kingsbridge depot tower,Cozine Iron Shop entrance,Maspeth rear dock,Westfarm roving patrol.				
Background Details	The Department of Security has identified several locations where current coverage can be reduced or eliminated without adversely affecting the safety and security of employees or NYC Transit property. Current coverage changes are the result of operational changes and/or use of alarm system/CCTV and motion detectors.				

				2008	2009	2010	2011	2012
Total Headcount	NYCTR	0000000178	FINAL08	0	13	13	13	13
Financial Impact	NYCTR	0000000178	FINAL08	\$ 0.000	\$ 0.916	\$ 0.916	\$ 0.916	\$ 0.916

MTA NEW YORK CITY TRANSIT
November Plan 2009 - 2012
Summary of Program to Eliminate the Gap(PEGs) Worksheet

(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	1/1/2009
Budget Reference	FINAL08	Category	Other	Savings Date	1/1/2009
PEG / New Need ID	0000000208	Current Budget Year	2008	Status	Open
Program:	Title Downgrades			Agency Status	Pending

Description and Implementation Pla The Dept. of Subways will do title swaps to achieve savings. CES will convert 4 mgrl. pos. to operating suprvs., RTO will downgrade 2 train dispatchers to Ass't. Train Dispatchers, Stations will convert 28 vacant Station Suprv. pos. from level II to I

Background Details The Department of Subways will implement various title downgrades. In the Central Electronic Shop (CES) a new labor agreement with Surface Subway Supervisors Association (SSSA) will allow use of an Operating Supervisor title instead of a managerial title, facilitating promotional opportunities for hourly employees. In RTO Assistant Train Dispatchers will replace Train Dispatchers at the Whitehall Street station, and in Stations the Station Supervisor Level I and II incumbents will be re-aligned with the budget.

				2008	2009	2010	2011	2012
Total Headcount								
Financial Impact	NYCTR	0000000208	FINAL08	\$ 0.000	\$ 0.836	\$ 0.836	\$ 0.836	\$ 0.836

MTA NEW YORK CITY TRANSIT
November Plan 2009 - 2012
Summary of Program to Eliminate the Gap(PEGs) Worksheet

(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	1/1/2009
Budget Reference	FINAL08	Category	Service Support	Savings Date	1/1/2009
PEG / New Need ID	0000000186	Current Budget Year	2008	Status	Open
Program:	Bus Shifter Economies			Agency Status	Pending
Description and Implementation Pla	This program reduces 21 Shifters based on optimizing assignments and also reduces Extra List overtime by 18,570 hours due to better monitoring of Depot Extra List utilization.				
Background Details	Based on a review of Shifter utilization during pull-ins, fuel lane capacities and parking pool requirements, the Department of Buses (DOB) will be able to reduce 21 Shifters (Shifters are Bus Operators who move buses around the Depot). In addition, with the development of a more advanced reporting system, DOB is now able to better manage their Extra List and reduce 18,570 hours of Bus Operator overtime.				

				2008	2009	2010	2011	2012
Total Headcount	NYCTR	0000000186	FINAL08	0	21	21	21	21
Financial Impact	NYCTR	0000000186	FINAL08	\$ 0.000	\$ 2.137	\$ 2.137	\$ 2.137	\$ 2.137

MTA NEW YORK CITY TRANSIT
November Plan 2009 - 2012
Summary of Program to Eliminate the Gap(PEGs) Worksheet

(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	7/1/2008
Budget Reference	FINAL08	Category	Service Support	Savings Date	7/1/2008
PEG / New Need ID	0000000174	Current Budget Year	2008	Status	Open
Program:	Eliminate Night Shift Revenue Processing			Agency Status	Pending
Description and Implementation Pla	Reduction of 5 Supervisor Associate Cashiers and 5 Cashiers can be achieved, effective July 1, 2008.				
Background Details	As a result of broadbanding of the Associate Cashier and Supervisor Associate Cashier titles, Revenue Control will be able to eliminate the revenue processing night shift. Broadbanding will provide greater coverage flexibility within all revenue processing and MetroCard production operations. Currently, there are 2 levels of Associate Cashier titles and 2 levels of Supervisor Cashier, each with distinct functions. Broadbanding would combine the levels of both titles, allowing greater flexibility in scheduling.				

				2008	2009	2010	2011	2012
Total Headcount	NYCTR	0000000174	FINAL08	10	10	10	10	10
Financial Impact	NYCTR	0000000174	FINAL08	\$ 0.278	\$ 0.605	\$ 0.605	\$ 0.605	\$ 0.605

MTA NEW YORK CITY TRANSIT
November Plan 2009 - 2012
Summary of Program to Eliminate the Gap(PEGs) Worksheet

(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	1/1/2008
Budget Reference	FINAL08	Category	Service Support	Savings Date	1/1/2008
PEG / New Need ID	0000000192	Current Budget Year	2008	Status	Open
Program:	Eliminate WEP Program			Agency Status	Pending

Description and Implementation Pla The WEP Program places public assistance recipients into supplementary cleaning assignments at NYCT. The WEP began in 1999 with the intent to augment subway car and station cleaning. WEP's are supervised by lead cleaners.

Background Details The Work Experience Program (WEP) will be eliminated. The impact will be minimal due to the fact the lead cleaners will resume their original cleaning role, which has a larger scope of responsibilities than what WEP's can do. This proposal also reflects payroll savings from eliminating Lead Cleaner premiums (\$261K in DCE and \$262K in Stations) paid to the 150 lead cleaners (75 in DCE and 75 in Stations).

				2008	2009	2010	2011	2012
Total Headcount	NYCTR	0000000192	FINAL08	0	19	19	19	19
Financial Impact	NYCTR	0000000192	FINAL08	\$ 0.000	\$ 2.563	\$ 2.563	\$ 2.563	\$ 2.563

MTA NEW YORK CITY TRANSIT
November Plan 2009 - 2012
Summary of Program to Eliminate the Gap(PEGs) Worksheet

(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	1/1/2009
Budget Reference	FINAL08	Category	Service Support	Savings Date	1/1/2009
PEG / New Need ID	0000000202	Current Budget Year	2008	Status	Open
Program:	Platform Controller Reduction			Agency Status	Pending
Description and Implementation Pla	As a result of an analysis of platform conductor utilization, RTO has taken a 14 position reduction in Platform Conductors starting in January 2009.				
Background Details	RTO has a total of 56 platform conductors in the work program in Subdivisions A & B. RTO will eliminate 7 positions in each Subdivision which translates to a total savings of 14 positions.				

				2008	2009	2010	2011	2012
Total Headcount	NYCTR	0000000202	FINAL08	0	14	14	14	14
Financial Impact	NYCTR	0000000202	FINAL08	\$ 0.000	\$ 0.955	\$ 0.955	\$ 0.955	\$ 0.955

MTA NEW YORK CITY TRANSIT
November Plan 2009 - 2012
Summary of Program to Eliminate the Gap(PEGs) Worksheet

(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	1/1/2009
Budget Reference	FINAL08	Category	Service Support	Savings Date	1/1/2009
PEG / New Need ID	0000000223	Current Budget Year	2008	Status	Open
Program:	RTO Safety Initiative Efficiencies			Agency Status	Pending
Description and Implementation Pla	RTO will reorganize the implementation protocol for this initiative to achieve savings of 17 positions. Subdivision A will reduce by 9 ATD's, Subdivision B by 6 ATD's, and Subdivision C by 2 ATD's.				
Background Details	In 2008, a safety initiative was implemented in RTO with 35 Assisant Train Dispatchers (ATD) added. These ATD's were assigned to various RTO locations to brief the train crews reporting for duty of any significant events impacting their subway route and instructing the crews to adhere to all safety rules.				

				2008	2009	2010	2011	2012
Total Headcount	NYCTR	0000000223	FINAL08	0	17	17	17	17
Financial Impact	NYCTR	0000000223	FINAL08	\$ 0.000	\$ 1.575	\$ 1.575	\$ 1.575	\$ 1.575

MTA NEW YORK CITY TRANSIT
November Plan 2009 - 2012
Summary of Program to Eliminate the Gap(PEGs) Worksheet

(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	1/1/2008
Budget Reference	FINAL08	Category	Service Support	Savings Date	1/1/2008
PEG / New Need ID	0000000204	Current Budget Year	2008	Status	Open
Program:	Revenue Collection Efficiencies			Agency Status	Pending
Description and Implementation Pla	Reduction of 10 Collecting Agent (TA) positions can be realized effective 1/1/08				
Background Details	Efficiencies in collection services can be achieved by co-mingling subways booth and MetroCard Vending Machine (MVM) collections on the same route. This will result in the elimination of two routes and ten Collecting Agents. Additionally, due to the delay in hiring Collecting Agents, increased savings can be achieved in 2008 only.				

				2008	2009	2010	2011	2012
Total Headcount	NYCTR	0000000204	FINAL08	10	10	10	10	10
Financial Impact	NYCTR	0000000204	FINAL08	\$ 0.953	\$ 0.691	\$ 0.691	\$ 0.691	\$ 0.691

MTA NEW YORK CITY TRANSIT
November Plan 2009 - 2012
Summary of Program to Eliminate the Gap(PEGs) Worksheet

(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	1/1/2009
Budget Reference	FINAL08	Category	Service Support	Savings Date	1/1/2009
PEG / New Need ID	0000000212	Current Budget Year	2008	Status	Open
Program:	Service Support Efficiencies - Buses			Agency Status	Pending
Description and Implementation Pla	Currently buses are driven back to their home depot when not in use. The lot in LIC will provide closer proximity to parking spaces during down-time, resulting in savings by reducing vehicle miles/hour for 30 express buses saving fuel and maint. costs.				
Background Details	NYCT Department of Buses will share a swing space lot in Long Island City with MTA Bus, which will provide midday accommodations for 30 express bus service routes originating from the Queens Division. Dispatching and security requirements will be provided by the primary benefactor of this facility, MTA Bus.				

				2008	2009	2010	2011	2012
Total Headcount								
Financial Impact	NYCTR	0000000212	FINAL08	\$ 0.000	\$ 0.300	\$ 0.300	\$ 0.300	\$ 0.300

MTA NEW YORK CITY TRANSIT
November Plan 2009 - 2012
Summary of Program to Eliminate the Gap(PEGs) Worksheet

(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	1/1/2009
Budget Reference	FINAL08	Category	Service Support	Savings Date	1/1/2009
PEG / New Need ID	0000000213	Current Budget Year	2008	Status	Open
Program:	Service Support Efficiencies - Subways			Agency Status	Pending

Description and Implementation Pla Program components are: 1) Eliminate 3 Train Operator positions through scheduling efficiencies in shop transfers, 2) Eliminate 3 Train Operator positions through scheduled efficiencies and 3) convert 3 yard switching positions to reimbursable.

Background Details Service support efficiencies will be implemented in RTO through improved scheduling. This will reduce Train Operators assigned to moving trains to and from shops and work train operators supporting track maintenance. In addition, those positions assigned to switching capital work trains at the 38th Street Yard will be charged to the reimbursable job they are supporting.

				2008	2009	2010	2011	2012
Total Headcount	NYCTR	0000000213	FINAL08	0	9	9	9	9
Financial Impact	NYCTR	0000000213	FINAL08	\$ 0.000	\$ 0.734	\$ 0.734	\$ 0.734	\$ 0.734

MTA NEW YORK CITY TRANSIT
November Plan 2009 - 2012
Summary of Program to Eliminate the Gap(PEGs) Worksheet

(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	PEG	Implementation Date	7/1/2008
Budget Reference	FINAL08	Category	Service Support	Savings Date	7/1/2008
PEG / New Need ID	0000000210	Current Budget Year	2008	Status	Open
Program:	Traffic Checking Efficiencies			Agency Status	Pending
Description and Implementation Pla	Savings in this initiative is derived from using various technologies to gain Traffic Checker efficiencies.				

Background Details

Measures include using service scheduling software to more efficiently schedule Traffic Checkers, use origin/destination data from MetroCard records as well as cameras already installed in M.J. Quill Depot buses to forego/limit traffic checker field work and eliminate Traffic Checker assignments in the Bus and Rail Planning Service Unit. This initiative also reflects a corresponding reduction in Traffic Checker supervision and analytical staff resulting from automated data gathering. NYCT currently uses Traffic Checkers (part time and full time) to collect information to support schedule changes, monitor on-time performance, estimate the number of riders on bus and subway routes, conduct passenger environmental surveys as well as monitor performance goals for the Cleaning Pilot Program enacted during 2007.

				2008	2009	2010	2011	2012
Total Headcount	NYCTR	0000000210	FINAL08	1	2	4	4	4
Financial Impact	NYCTR	0000000210	FINAL08	\$ 0.212	\$ 0.743	\$ 1.715	\$ 1.865	\$ 1.865

MTA NEW YORK CITY TRANSIT
November Plan 2009 - 2012
Summary of Post 2009 PEGs
(\$ in millions)

		2008		2009		2010		2011		2012	
		<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>	<u>Positions</u>	<u>Dollars</u>
Other											
Unspecified		0	0.000	0	0.000	0	59.613	0	119.226	0	178.839
Sub-Total	Other	0	\$ 0.000	0	\$ 0.000	0	\$ 59.613	0	\$ 119.226	0	\$ 178.839
Total Programs		0	\$ 0.000	0	\$ 0.000	0	\$ 59.613	0	\$ 119.226	0	\$ 178.839

MTA NEW YORK CITY TRANSIT
November Plan 2009 - 2012
Summary of Post PEGs Worksheet

(\$ in millions)

Business Unit	NYCTR	Financial Plan Category	Post PEG	Implementation Date	1/1/2010
Budget Reference	FINAL08	Category	Other	Savings Date	1/1/2010
PEG / New Need ID	0000000224	Current Budget Year	2008	Status	Open
Program:	Unspecified			Agency Status	Pending
Description and Implementation Pla	Unspecified				
Background Details	Unspecified				

				2008	2009	2010	2011	2012
Total Headcount								
Financial Impact	NYCTR	0000000224	FINAL08	\$ 0.000	\$ 0.000	\$ 59.613	\$ 119.226	\$ 178.839

**MTA New York City Transit
November Financial Plan 2009-2012
Summary of Major Plan-to-Plan Changes
Total Non-reimbursable and Reimbursable Baseline Positions**

2008: November Financial Plan vs. July Financial Plan

Total baseline positions are projected to increase by 43, due mostly to increased reimbursable requirements of 51 positions (36 full-time, 15 full-time equivalents) largely for MTA Bus traffic checking support.

2009: November Financial Plan vs. July Financial Plan

Total baseline positions are projected to increase by 302, including a non-reimbursable increase of 158 and a reimbursable increase of 144. The non-reimbursable increase includes 95 from overtime adjustments and 67 for a fourth Staten Island depot. The reimbursable increase includes 53 for tunnel lighting, 50 for MTA Bus traffic checkers and 35 for SIR fleet maintenance.

2010-2012: November Financial Plan vs. July Financial Plan

Total baseline positions are projected to increase by 264 in 2010, 197 in 2011 and 248 in 2012 including non-reimbursable increases of 184 in 2010, 180 in 2011 and 263 in 2012. The non-reimbursable increases included 95 from overtime adjustments each year and 67 each year for a fourth Staten Island depot.

MTA New York City Transit
November Financial Plan 2009-2012
Total Full-Time Positions and Full-Time Equivalents by Function and Department
Non-Reimbursable and Reimbursable

	2007	2008	2009			
	Actuals	November Forecast	Final Proposed Budget	2010	2011	2012
Administration						
Office of the EVP	28	34	34	32	31	31
Administration	478	438	446	446	446	446
* Workforce Development	173	185	185	185	185	185
Office of Management and Budget	32	40	40	40	40	40
Technology & Information Services	553	588	615	613	609	609
Materiel	284	272	272	270	268	267
Controller	234	234	234	234	234	234
Office of the President	4	5	5	5	5	5
Law	291	315	315	315	315	315
Corporate Communications	288	290	278	278	278	278
Non-Departmental	75	-	-	-	-	-
AFC Program Management & Sales	65	69	69	69	69	69
Capital Planning & Budget	35	35	35	35	35	35
Total Administration	2,540	2,505	2,528	2,522	2,515	2,514
Operations						
Subways Service Delivery	11,248	11,255	11,098	11,043	11,035	11,028
Subways Chief of Staff	229	212	187	187	187	187
Buses	10,679	10,693	10,748	10,809	10,809	10,809
Paratransit	132	148	147	147	147	147
Operations Planning	432	476	468	468	468	468
Revenue Control	451	449	459	459	459	459
Total Operations	23,171	23,233	23,107	23,113	23,105	23,098
Maintenance						
Subways Senior VP	20	6	6	6	6	6
Subways Service Delivery	2,900	2,936	2,962	2,963	2,912	2,910
Subways Chief of Staff	1,629	1,664	1,672	1,632	1,599	1,598
Maintenance of Way & Rolling Stock	11,870	12,080	12,281	12,171	12,106	11,743
Buses	4,066	4,093	4,204	4,206	4,243	4,179
Revenue Control	133	137	137	137	137	137
Supply Logistics	575	570	584	584	584	584
System Safety	91	97	97	97	97	97
Total Maintenance	21,284	21,583	21,943	21,796	21,684	21,254
Engineering/Capital						
Capital Program Management	1,431	1,470	1,438	1,438	1,438	1,438
Total Engineering/Capital	1,431	1,470	1,438	1,438	1,438	1,438
Public Safety						
Security	484	499	528	527	524	524
Total Public Safety	484	499	528	527	524	524
Baseline Total Positions						
	48,910	49,290	49,544	49,396	49,266	48,828
Non-Reimbursable	44,025	43,637	44,113	44,242	44,335	43,941
Reimbursable	4,885	5,653	5,431	5,154	4,931	4,887
Total Full-Time	48,630	49,080	49,352	49,204	49,074	48,636
Total Full-Time Equivalents	280	210	192	192	192	192
Impact of:						
Program to Eliminate the Gap	-	(109)	(512)	(543)	(578)	(515)
Total Positions						
	48,910	49,181	49,032	48,853	48,688	48,313
Non-Reimbursable	44,025	43,528	43,601	43,699	43,757	43,426
Reimbursable	4,885	5,653	5,431	5,154	4,931	4,887
Total Full-Time	48,630	48,977	48,851	48,694	48,529	48,154
Total Full-Time Equivalents	280	204	181	159	159	159
Business Service Center					(81)	(309)

MTA New York City Transit
November Financial Plan 2008-2012
Total Full-time Positions and Full-time Equivalents by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION/OCCUPATIONAL GROUP	2007 Actuals	2008 November Forecast	2009 Final Proposed Budget	2010	2011	2012
Administration						
Managers/Supervisors	868	873	869	864	862	861
Professional, Technical, Clerical	1,572	1,589	1,619	1,618	1,613	1,613
Operational Hourlies	100	43	40	40	40	40
Total Administration	2,540	2,505	2,528	2,522	2,515	2,514
Operations						
Managers/Supervisors	2,547	2,625	2,566	2,564	2,556	2,554
Professional, Technical, Clerical	413	418	411	410	410	410
Operational Hourlies	20,211	20,190	20,130	20,139	20,139	20,134
Total Operations	23,171	23,233	23,107	23,113	23,105	23,098
Maintenance						
Managers/Supervisors	3,857	3,941	3,998	3,936	3,906	3,863
Professional, Technical, Clerical	1,191	1,262	1,275	1,235	1,202	1,186
Operational Hourlies	16,236	16,380	16,670	16,625	16,576	16,205
Total Maintenance	21,284	21,583	21,943	21,796	21,684	21,254
Engineering/Capital						
Managers/Supervisors	304	330	324	324	324	324
Professional, Technical, Clerical	1,125	1,138	1,112	1,112	1,112	1,112
Operational Hourlies	2	2	2	2	2	2
Total Engineering/Capital	1,431	1,470	1,438	1,438	1,438	1,438
Public Safety						
Managers/Supervisors	70	92	93	93	93	93
Professional, Technical, Clerical	20	27	39	39	36	36
Operational Hourlies	394	380	396	395	395	395
Total Public Safety	484	499	528	527	524	524
Total Baseline Positions						
Managers/Supervisors	7,646	7,861	7,850	7,781	7,741	7,695
Professional, Technical, Clerical	4,321	4,434	4,456	4,414	4,373	4,357
Operational Hourlies	36,943	36,995	37,238	37,201	37,152	36,776
Total Baseline Positions	48,910	49,290	49,544	49,396	49,266	48,828
Non-Reimbursable	44,025	43,637	44,113	44,242	44,335	43,941
Reimbursable	4,885	5,653	5,431	5,154	4,931	4,887
Total Full-Time	48,630	49,080	49,352	49,204	49,074	48,636
Total Full-Time Equivalents	280	210	192	192	192	192
Impact of:						
Program to Eliminate the Gap	-	(109)	(512)	(543)	(578)	(515)
Total Positions	48,910	49,181	49,032	48,853	48,688	48,313
Non-Reimbursable	44,025	43,528	43,601	43,699	43,757	43,426
Reimbursable	4,885	5,653	5,431	5,154	4,931	4,887
Total Full-Time	48,630	48,977	48,851	48,694	48,529	48,154
Total Full-Time Equivalents	280	204	181	159	159	159