

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2009 Mid-Year Forecast**  
**Consolidated Accrual Statement of Operations by Category**  
**August 2009**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$379.0	\$381.0	\$2.0	0.5	\$0.0	\$0.0	\$0.0	-	\$379.0	\$381.0	\$2.0	0.5
Vehicle Toll Revenue	122.6	125.2	2.5	2.1	0.0	0.0	0.0	-	122.6	125.2	2.5	2.1
Other Operating Revenue	29.9	34.8	4.9	16.3	0.0	0.0	0.0	-	29.9	34.8	4.9	16.3
Capital & Other Reimbursements	0.0	0.0	0.0	-	124.9	117.2	(7.7)	(6.1)	124.9	117.2	(7.7)	(6.1)
<b>Total Revenue</b>	<b>\$531.6</b>	<b>\$541.0</b>	<b>\$9.4</b>	<b>1.8</b>	<b>\$124.9</b>	<b>\$117.2</b>	<b>(\$7.7)</b>	<b>(6.1)</b>	<b>\$656.5</b>	<b>\$658.2</b>	<b>\$1.7</b>	<b>0.3</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$343.0	\$345.5	(\$2.5)	(0.7)	\$48.0	\$42.9	\$5.1	10.7	\$391.0	\$388.4	\$2.6	0.7
Overtime	36.2	41.9	(5.7)	(15.8)	8.0	9.4	(1.5)	(18.3)	44.2	51.3	(7.2)	(16.2)
Health and Welfare	60.4	61.2	(0.9)	(1.4)	4.3	4.0	0.3	7.1	64.7	65.2	(0.5)	(0.8)
OPEB Current Payment	29.0	23.7	5.4	18.5	0.1	0.1	0.0	13.6	29.1	23.8	5.4	18.5
Pensions	37.0	34.7	2.4	6.4	2.8	2.8	0.0	0.2	39.9	37.5	2.4	6.0
Other Fringe Benefits	38.3	37.7	0.5	1.4	12.2	10.8	1.5	12.0	50.5	48.5	2.0	3.9
Reimbursable Overhead	(30.7)	(28.6)	(2.1)	(6.8)	30.7	28.5	2.1	7.0	(0.1)	(0.1)	0.0	66.8
<b>Total Labor Expenses</b>	<b>\$513.1</b>	<b>\$516.1</b>	<b>(\$2.9)</b>	<b>(0.6)</b>	<b>\$106.2</b>	<b>\$98.6</b>	<b>\$7.6</b>	<b>7.1</b>	<b>\$619.3</b>	<b>\$614.7</b>	<b>\$4.7</b>	<b>0.8</b>
<i>Non-Labor:</i>												
Traction and Propulsion Power	\$29.5	\$26.1	\$3.4	11.6	\$0.0	\$0.0	(\$0.0)	-	\$29.5	\$26.1	\$3.4	11.5
Fuel for Buses and Trains	18.2	16.8	1.4	7.8	0.0	0.0	(0.0)	-	18.2	16.8	1.4	7.8
Insurance	3.8	1.6	2.2	57.6	0.5	0.5	0.1	10.0	4.4	2.1	2.3	51.7
Claims	13.2	18.7	(5.5)	(41.7)	0.0	1.1	(1.1)	-	13.2	19.8	(6.6)	(49.9)
Paratransit Service Contracts	30.1	30.4	(0.3)	(0.8)	0.0	0.0	0.0	-	30.1	30.4	(0.3)	(0.8)
Maintenance and Other Operating Contracts	56.6	43.4	13.2	23.4	5.1	4.8	0.2	4.7	61.7	48.2	13.5	21.8
Professional Service Contracts	19.3	15.3	3.9	20.5	4.2	3.4	0.8	19.4	23.5	18.8	4.8	20.3
Materials & Supplies	47.9	37.9	10.0	20.9	8.4	8.5	(0.2)	(2.1)	56.3	46.4	9.8	17.5
Other Business Expenses	17.0	16.9	0.1	0.5	0.5	0.2	0.2	52.8	17.4	17.1	0.3	1.9
<b>Total Non-Labor Expenses</b>	<b>\$235.5</b>	<b>\$206.9</b>	<b>\$28.6</b>	<b>12.1</b>	<b>\$18.7</b>	<b>\$18.6</b>	<b>\$0.1</b>	<b>0.4</b>	<b>\$254.2</b>	<b>\$225.5</b>	<b>\$28.7</b>	<b>11.3</b>
<i>Other Expense Adjustments:</i>												
Other	(\$1.1)	(\$1.4)	\$0.3	22.7	\$0.0	\$0.0	\$0.0	-	(\$1.1)	(\$1.4)	\$0.3	22.7
General Reserve	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-
<b>Total Other Expense Adjustments</b>	<b>(\$1.1)</b>	<b>(\$1.4)</b>	<b>\$0.3</b>	<b>22.7</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>-</b>	<b>(\$1.1)</b>	<b>(\$1.4)</b>	<b>\$0.3</b>	<b>22.7</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$747.6</b>	<b>\$721.6</b>	<b>\$25.9</b>	<b>3.5</b>	<b>\$124.9</b>	<b>\$117.2</b>	<b>\$7.7</b>	<b>6.1</b>	<b>\$872.4</b>	<b>\$838.9</b>	<b>\$33.6</b>	<b>3.8</b>
Depreciation	\$166.0	\$158.5	\$7.4	4.5	\$0.0	\$0.0	\$0.0	-	\$166.0	\$158.5	\$7.4	4.5
OPEB Obligation	23.2	26.9	(3.7)	(15.8)	0.0	0.0	0.0	-	23.2	26.9	(3.7)	(15.8)
Environmental Remediation	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-
<b>Total Expenses</b>	<b>\$936.7</b>	<b>\$907.0</b>	<b>\$29.7</b>	<b>3.2</b>	<b>\$124.9</b>	<b>\$117.2</b>	<b>\$7.7</b>	<b>6.1</b>	<b>\$1,061.6</b>	<b>\$1,024.2</b>	<b>\$37.4</b>	<b>3.5</b>
<b>Net Surplus/(Deficit) excluding Subsidies and Debt Service</b>	<b>(\$405.1)</b>	<b>(\$366.0)</b>	<b>\$39.1</b>	<b>9.6</b>	<b>(\$0.0)</b>	<b>(\$0.0)</b>	<b>(\$0.0)</b>	<b>*</b>	<b>(\$405.1)</b>	<b>(\$366.0)</b>	<b>\$39.1</b>	<b>9.6</b>
Subsidies	\$143.7	\$124.1	(\$19.6)	(13.6)	\$0.0	\$0.0	\$0.0	-	\$143.7	\$124.1	(\$19.6)	(13.6)
Debt Service	136.2	117.3	18.9	13.9	0.0	0.0	0.0	-	136.2	117.3	18.9	13.9

Note - Results are preliminary and subject to audit review.

Differences are due to rounding

\* Variance Exceeds 100%

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2009 Mid-Year Forecast**  
**Consolidated Accrual Statement of Operations by Category**  
**August Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$2,818.8	\$2,825.1	\$6.3	0.2	\$0.0	\$0.0	\$0.0	-	\$2,818.8	\$2,825.1	\$6.3	0.2
Vehicle Toll Revenue	856.4	864.6	8.2	1.0	0.0	0.0	0.0	-	856.4	864.6	8.2	1.0
Other Operating Revenue	295.9	319.7	23.9	8.1	0.0	0.0	0.0	-	295.9	319.7	23.9	8.1
Capital & Other Reimbursements	0.0	0.0	0.0	-	926.5	928.4	2.0	0.2	926.5	928.4	2.0	0.2
<b>Total Revenue</b>	<b>\$3,971.1</b>	<b>\$4,009.5</b>	<b>\$38.3</b>	<b>1.0</b>	<b>\$926.5</b>	<b>\$928.4</b>	<b>\$2.0</b>	<b>0.2</b>	<b>\$4,897.6</b>	<b>\$4,937.9</b>	<b>\$40.3</b>	<b>0.8</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$2,761.7	\$2,756.6	\$5.1	0.2	\$357.3	\$352.0	\$5.3	1.5	\$3,119.0	\$3,108.6	\$10.4	0.3
Overtime	320.4	328.1	(7.7)	(2.4)	66.5	73.6	(7.1)	(10.7)	387.0	401.8	(14.8)	(3.8)
Health and Welfare	472.8	468.4	4.4	0.9	31.7	31.0	0.6	2.0	504.4	499.4	5.0	1.0
OPEB Current Payment	231.3	219.5	11.8	5.1	0.9	0.9	0.1	6.4	232.2	220.3	11.9	5.1
Pensions	840.3	835.3	5.0	0.6	39.1	39.4	(0.3)	(0.8)	879.4	874.7	4.7	0.5
Other Fringe Benefits	314.9	308.8	6.0	1.9	90.3	91.0	(0.6)	(0.7)	405.2	399.8	5.4	1.3
Reimbursable Overhead	(215.3)	(214.6)	(0.7)	(0.3)	213.3	212.8	0.5	0.2	(2.0)	(1.8)	(0.2)	(10.0)
<b>Total Labor Expenses</b>	<b>\$4,726.1</b>	<b>\$4,702.1</b>	<b>\$24.0</b>	<b>0.5</b>	<b>\$799.2</b>	<b>\$800.7</b>	<b>(\$1.5)</b>	<b>(0.2)</b>	<b>\$5,525.2</b>	<b>\$5,502.8</b>	<b>\$22.4</b>	<b>0.4</b>
<i>Non-Labor:</i>												
Traction and Propulsion Power	\$234.2	\$220.6	\$13.5	5.8	\$0.1	\$0.1	(\$0.1)	(93.9)	\$234.3	\$220.8	\$13.5	5.8
Fuel for Buses and Trains	124.5	119.8	4.7	3.8	0.0	0.0	(0.0)	(69.1)	124.6	119.9	4.7	3.8
Insurance	27.6	14.3	13.3	48.2	3.8	3.4	0.4	10.9	31.5	17.7	13.7	43.7
Claims	106.8	130.2	(23.3)	(21.8)	0.5	2.3	(1.8)	*	107.4	132.4	(25.1)	(23.3)
Paratransit Service Contracts	240.1	239.8	0.3	0.1	0.0	0.0	(0.0)	-	240.1	239.9	0.2	0.1
Maintenance and Other Operating Contracts	400.7	363.1	37.5	9.4	36.6	39.1	(2.5)	(7.0)	437.2	402.2	35.0	8.0
Professional Service Contracts	124.3	114.7	9.6	7.7	28.3	26.6	1.8	6.3	152.7	141.3	11.4	7.5
Materials & Supplies	381.1	359.0	22.1	5.8	56.9	55.5	1.4	2.5	438.0	414.5	23.5	5.4
Other Business Expenses	133.8	136.5	(2.7)	(2.0)	1.0	0.6	0.4	37.8	134.8	137.2	(2.3)	(1.7)
<b>Total Non-Labor Expenses</b>	<b>\$1,773.2</b>	<b>\$1,698.1</b>	<b>\$75.1</b>	<b>4.2</b>	<b>\$127.3</b>	<b>\$127.7</b>	<b>(\$0.4)</b>	<b>(0.3)</b>	<b>\$1,900.5</b>	<b>\$1,825.9</b>	<b>\$74.6</b>	<b>3.9</b>
<i>Other Expense Adjustments</i>												
Other	(\$29.7)	(\$33.5)	\$3.8	12.8	\$0.0	\$0.0	\$0.0	-	(\$29.7)	(\$33.5)	\$3.8	12.8
General Reserve	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-
<b>Total Other Expense Adjustments</b>	<b>(\$29.7)</b>	<b>(\$33.5)</b>	<b>\$3.8</b>	<b>12.8</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>-</b>	<b>(\$29.7)</b>	<b>(\$33.5)</b>	<b>\$3.8</b>	<b>12.8</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$6,469.5</b>	<b>\$6,366.7</b>	<b>\$102.9</b>	<b>1.6</b>	<b>\$926.5</b>	<b>\$928.4</b>	<b>(\$2.0)</b>	<b>(0.2)</b>	<b>\$7,396.0</b>	<b>\$7,295.1</b>	<b>\$100.9</b>	<b>1.4</b>
Depreciation	\$1,288.9	\$1,272.5	\$16.5	1.3	\$0.0	\$0.0	\$0.0	-	\$1,288.9	\$1,272.5	\$16.5	1.3
OPEB Obligation	733.6	759.0	(25.4)	(3.5)	0.0	0.0	0.0	-	733.6	759.0	(25.4)	(3.5)
Environmental Remediation	5.6	6.4	(0.8)	(13.6)	0.0	0.0	0.0	-	5.6	6.4	(0.8)	(13.6)
<b>Total Expenses</b>	<b>\$8,497.7</b>	<b>\$8,404.5</b>	<b>\$93.2</b>	<b>1.1</b>	<b>\$926.5</b>	<b>\$928.4</b>	<b>(\$2.0)</b>	<b>(0.2)</b>	<b>\$9,424.1</b>	<b>\$9,332.9</b>	<b>\$91.2</b>	<b>1.0</b>
<b>Net Surplus/(Deficit) excluding Subsidies and Debt Service</b>	<b>(\$4,526.5)</b>	<b>(\$4,395.0)</b>	<b>\$131.5</b>	<b>2.9</b>	<b>(\$0.0)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>*</b>	<b>(\$4,526.5)</b>	<b>(\$4,395.0)</b>	<b>\$131.5</b>	<b>2.9</b>
Subsidies	\$2,898.8	\$2,882.6	(\$16.2)	(0.6)	\$0.0	\$0.0	\$0.0	-	\$2,898.8	\$2,882.6	(\$16.2)	(0.6)
Debt Service	962.1	943.2	18.9	2.0	0.0	0.0	0.0	-	962.1	943.2	18.9	2.0

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

Differences are due to rounding

\* Variance Exceeds 100%

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

Generic Revenue or Expense Category	Nonreimb or Reimb	AUGUST		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable			Favorable		
		\$(Unfavorable)	%		\$(Unfavorable)	%	
Farebox Revenue	NR	2.0	0.5	NYCT and MTA Bus were favorable by \$5.3M and \$0.5M, respectively, mainly due to higher-than-forecasted ridership. Partially offsetting these were unfavorable variances of (\$2.3M), (\$1.2M) and (\$0.2M) at MNR, the LIRR and LIB, respectively.	6.3	0.2	NYCT and MTA Bus were favorable by \$16.1M and \$1.2M, respectively, mainly due to higher-than-forecasted ridership. Partially offsetting these were unfavorable variances of (\$7.8M), (\$2.8M) and (\$0.4M) at MNR, the LIRR and LIB, respectively.
Vehicle Toll Revenue	NR	2.5	2.1	Toll revenue was greater-than-forecasted primarily due to higher traffic and a slightly higher average toll.	8.2	1.0	Toll revenue was greater-than-forecasted primarily due to higher traffic and a slightly higher average toll.
Other Operating Revenue	NR	4.9	16.3	FMTAC was \$4.2M favorable primarily due to favorable developments in unrealized income from the invested asset portfolio. The LIRR was \$1.0M favorable due to the timing of station advertising revenues. MNR was \$0.7M favorable due to higher-than-projected advertising, GCT retail and station revenue. B&T was \$0.5M favorable due to higher-than-forecasted E-ZPass fees. These were partially offset by an unfavorable variance at NYCT of (\$0.8M) which was mainly due to reduced paratransit Urban Tax revenues. MTA Bus was (\$0.6M) unfavorable due to the timing of student fare revenue.	23.9	8.1	FMTAC was \$18.0M favorable primarily due to favorable developments in unrealized income from the invested asset portfolio. The LIRR was \$2.5M favorable due to the timing of station advertising revenues. MNR was \$2.4M favorable due to higher-than-projected advertising, net GCT retail, station concessions and commissary revenue. B&T was \$1.2M favorable due to higher-than-planned E-ZPass fees. NYCT was \$0.6M favorable mainly due to higher-than-projected advertising revenue. LIB was \$0.4M favorable due to the U.S. Open (golf) and LIRR track work. These were partially offset by an unfavorable variance of (\$1.2M) at MTA Bus which was mainly due to the timing of student fare revenue.
Payroll	NR	(2.5)	(0.7)	NYCT was (\$7.9M) unfavorable due to the timing of wage accrual adjustments, inter-agency charges, and reimbursable underruns. MTA HQ was (\$0.8M) unfavorable due to the timing of payroll and vacation accruals. Partially offsetting these was a \$4.1M favorable variance at MTA Bus which was due to vacancies. MNR, the LIRR, and B&T were favorable by \$1.4M, \$0.4M, and \$0.3M, respectively.	5.1	0.2	MTA Bus was \$9.9M favorable due to vacancies. MNR was \$3.4M favorable. The LIRR was \$1.6M favorable due to vacancies and lower retiree payments. B&T was \$0.7M favorable. LIB was \$0.6M favorable due to vacancy savings and delayed hiring. Partially offsetting these was an unfavorable variance of (\$10.2M) at NYCT which was due to the timing of wage accrual adjustments, inter-agency charges and reimbursable underruns. MTA HQ was (\$1.2M) unfavorable primarily due to the timing of payroll and vacation accruals.
Overtime	NR	(5.7)	(15.8)	NYCT was (\$2.2M) unfavorable due to increased departmental requirements. MTA Bus was (\$1.7M) unfavorable due to vacancy coverage. MTA HQ was (\$0.7M) unfavorable due to the timing of a reimbursement for MTA Police services. Unfavorable variances also occurred at MNR (\$0.4M), the LIRR (\$0.3M) and LIB (\$0.2M).	(7.7)	(2.4)	MTA Bus was (\$5.8M) unfavorable due to vacancy coverage. MTA HQ was (\$2.4M) unfavorable due to the timing of a reimbursement for MTA Police services. LIB was (\$0.8M) unfavorable due to maintenance overtime. MNR was (\$0.8M) unfavorable. These were partially offset by a favorable variance of \$1.4M at NYCT which was due to reduced departmental requirements and an accrual adjustment. B&T was \$1.2M favorable, primarily due to lower-than-forecasted expenses for Bridge and Tunnel officers.
Health and Welfare	NR	(0.9)	(1.4)	MTA Bus was (\$2.3M) unfavorable due to an accounting adjustment which will be reversed in the following month. This was partially offset by a favorable variance of \$0.9M at NYCT which was due to the timing of expenses. Favorable variances also occurred at MNR \$0.4M and LIB \$0.2M.	4.4	0.9	NYCT, MNR and MTA HQ were favorable by \$1.9M, \$1.1M, and \$0.4M respectively. B&T, LIB, and MTA Bus each had a favorable variance of \$0.3M.

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

Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable		Reason for Variance	Favorable		Reason for Variance
		(Unfavorable)			(Unfavorable)		
		\$	%		\$	%	
OPEB - Current Payment	NR	5.4	18.5	NYCT was \$5.0M favorable. The LIRR was \$0.3M favorable due to lower rates.	11.8	5.1	NYCT was \$10.4M favorable due to timing. The LIRR was \$1.5M favorable due primarily to lower rates. These were partially offset by an unfavorable variance of (\$0.9M) at MNR which was due to additional retirees.
Pensions	NR	2.4	6.4	MTA HQ and NYCT were favorable by \$1.4M and \$0.6M, respectively, due to timing. MNR was \$0.4M favorable due to a pension adjustment.	5.0	0.6	MTA HQ was \$2.8M favorable due to timing. Favorable variances also resulted at MNR \$1.5M, NYCT \$0.9M and the LIRR \$0.5M. These were partially offset by an unfavorable variance of (\$0.8M) at MTA Bus which was primarily due to a re-allocation between payroll and pensions.
Other Fringe Benefits	NR	0.5	1.4	NYCT was \$1.0M favorable primarily due to reclassification adjustments. MNR was \$0.2M favorable. These were partially offset by an unfavorable variance of (\$0.7M) at MTA HQ which was due to the timing of retiree benefits and FICA expense. MTBUS was unfavorable by (\$0.2M) due to a reallocation between payroll and fringe.	6.0	1.9	NYCT was \$7.6M favorable primarily due to a reclassification adjustments. MNR was favorable by \$0.6M. These were partially offset by an unfavorable variance of (\$1.0M) at the LIRR which was due to higher rates. MTAHQ was (\$0.9M) unfavorable due to the timing of retiree benefits and FICA expense. MTA Bus was (\$0.3M) unfavorable due to a reallocation between payroll and fringe.
Reimbursable Overhead	NR	(2.1)	(6.8)	MTA HQ was (\$2.3M) unfavorable due to the timing of expense recovery billings. This was partially offset by a favorable variance of \$0.2M at B&T, also due to timing.	(0.7)	(0.3)	MTA HQ was (\$3.1M) unfavorable primarily due to the timing of expense recovery billings. MNR was unfavorable by (\$1.0M) due to timing of project activity. These were partially offset by a favorable variance of \$2.8M at NYCT which was primarily due to reimbursable salary & wage overruns and a favorable capital project labor mix. B&T and the LIRR were favorable by \$0.4M and \$0.2M, respectively.
Traction and Propulsion Power	NR	3.4	11.6	Primarily lower-than-forecasted prices resulted in favorable variances of \$1.9M at NYCT, \$0.9M at MNR and \$0.6M at the LIRR.	13.5	5.8	Lower-than-forecasted prices and reduced consumption due to milder weather resulted in favorable variances of \$9.8M at NYCT, \$3.7M at MNR and \$0.2M at SIR.
Fuel for Buses and Trains	NR	1.4	7.8	MTA Bus was \$1.1M favorable primarily due to the timing of a fuel tax credit. Lower rates and consumption resulted in a favorable variance of \$0.3M at NYCT.	4.7	3.8	NYCT was \$3.5M favorable primarily due to timing. LIB and the LIRR were favorable by \$0.8M and \$0.2M respectively, due to lower rates and consumption.
Insurance	NR	2.2	57.6	FMTAC was \$1.1M favorable due to the timing of policy renewals. NYCT was \$0.6M favorable due to the timing of paratransit fleet expenses. Both MTA Bus and B&T were \$0.2M favorable due to lower-than-forecasted expenses.	13.3	48.2	FMTAC was \$14.3M favorable due to the timing of policy renewals. MTA Bus was \$0.6M favorable due to favorable worker compensation expenses. B&T was \$0.5M favorable due to lower expenses for general liability and property insurance. These were partially offset by an unfavorable variance of (\$1.3M) at NYCT which was due to an increase in premiums resulting from a larger fleet and higher-than-forecasted expenses. MTAHQ was (\$0.9M) unfavorable due to timing.
Claims	NR	(5.5)	(41.7)	MTA Bus was (\$4.2M) unfavorable due to a revised actuarial valuation. The LIRR was (\$1.4M) unfavorable due to an increase in employee reserves. FMTAC was (\$1.2M) unfavorable due to an increase in required reserves. These were partially offset by a favorable variance of \$1.1M at NYCT which was due to timing.	(23.3)	(21.8)	MTA Bus was (\$13.9M) unfavorable due to a revised actuarial valuation. FMTAC was (\$11.3M) unfavorable due to an increase in required reserves. MNR was (\$0.9M) unfavorable due to a settlement payment. These were partially offset by a favorable variance of \$1.3M at the LIRR which was due to an overall decrease in employee reserves and timing. LIB was \$0.8M favorable due to lower-than-forecasted expenses.

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

Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable		Reason for Variance	Favorable		Reason for Variance
		(Unfavorable)			(Unfavorable)		
		\$	%		\$	%	
Paratransit Service Contracts	NR	(0.3)	(0.8)	NYCT was (\$0.3M) unfavorable.	0.3	0.1	NYCT was \$0.3M favorable.
Maintenance and Other Operating Contracts	NR	13.2	23.4	NYCT was \$3.0M favorable mainly due to underruns of station painting and facility maintenance and repair expenses. MTA HQ was \$2.9M favorable primarily due to the timing of maintenance and repair charges for facility management, 2 Broadway and the EIT Group. MNR was \$2.5M favorable due to lower-than-projected expenses. The LIRR was \$1.6M favorable due to the timing of activity for the IESS initiative and other expenses and lower costs for Penn Station maintenance. MTA Bus was \$1.5M favorable due to timing of maintenance and facility repair expenses. B&T was \$1.2M favorable due to lower expenses for the E-ZPass customer service center, bridge painting, and maintenance.	37.5	9.4	NYCT was \$9.0M favorable mainly due to underruns of station painting and facility maintenance and repair expenses. The LIRR was \$8.3M favorable due to the timing of activity for the IESS initiative and other expenses and lower costs for Penn Station maintenance. MNR was \$6.2M favorable primarily due to lower-than-projected expenditures for the Genesis locomotive overhaul program and lower electricity and heating costs. B&T was \$6.7M favorable due to lower expenses for the E ZPass customer service center, bridge painting, and maintenance. MTA HQ was \$4.5M favorable primarily due to the timing of maintenance and repair charges for facility management, 2 Broadway and the EIT Group. MTA Bus was \$2.1M favorable due to timing.
Professional Service Contracts	NR	3.9	20.5	MTA HQ was \$2.2M favorable primarily due to the timing of corporate-wide expenses. LIRR was favorable by \$0.8M primarily due to the timing of payments for software consultants, MTA chargebacks, security, fire monitoring contracts and outside legal counsel. MTA Bus was \$0.5M favorable due to the delayed implementation of its HASTUS software system. MNR was \$0.2M favorable primarily due to lower expenses for MTA Police services, software customization and data center fees.	9.6	7.7	MTA HQ was \$4.8M favorable primarily due to the timing of corporate-wide expenses. The LIRR was favorable by \$3.6M primarily due to the timing of payments for MTA chargebacks, market research studies, security and fire monitoring contracts, outside legal counsel and payments for consultants. MTA Bus was \$1.4M favorable largely due to the delayed implementation of its HASTUS software system. B&T was \$1.1M favorable primarily due to lower-than-planned expenses for legal services, planning studies and bond service fees. MNR was \$0.3M favorable. These were partially offset by an unfavorable variance of (\$1.7M) at NYCT which was mainly due to a bond service cost adjustment.
Materials & Supplies	NR	10.0	20.9	NYCT was favorable by \$5.9M mainly due to non-cash inventory adjustments and the timing of expenses. The LIRR was \$2.7M favorable primarily due to lower material usage related to life cycle maintenance, the timing of vendor repairs and returns, delays in bench test equipment purchases and fleet maintenance and the timing of computer material costs. MNR was \$1.4M favorable due to lower-than-planned purchases of car equipment material, computer software and office furniture. MTA HQ was \$0.5M favorable due to the timing of IT expenditures. B&T was \$0.5M favorable mainly due to lower expenses for security and surveillance, and automotive equipment. These were partially offset by an unfavorable variance of (\$1.0M) at MTA Bus which was due to reclassification adjustments that were offset in Maintenance and Other Operating Contracts.	22.1	5.8	The LIRR was \$9.6M favorable primarily due to deferred life cycle maintenance, lower usage of running repair materials, delayed purchases of bench test equipment, delayed fleet modifications and the timing of track material and computer costs. NYCT was \$7.1M favorable mainly due to delayed purchases of bus components, and the timing of expenses for: uniforms, office supplies, automobiles, fare media, data processing and scrap sales. B&T was \$3.4M favorable mainly due to lower-than-planned expenses for E-ZPass tags, and security and surveillance. MNR was \$1.7M favorable mainly due to lower-than-planned purchases of car equipment material, computer software and office furniture. MTA HQ was \$0.7M unfavorable due the timing of IT expenditures. MTA Bus was (\$0.3M) unfavorable.

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

Generic Revenue or Expense Category	Nonreimb or Reimb	AUGUST		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
Other Business Expenses	NR	0.1	0.5	MTA HQ was \$1.9M favorable primarily due to lower utilities, automotive and marketing expenses. MTA Bus was \$0.7M favorable due to a reclassification adjustment, offset in Claims. These were partially offset by an unfavorable variance of (\$2.0M) at NYCT which was mainly due to reclassification adjustments that were offset in Other Fringe Benefits. FMTAC was (\$0.3M) unfavorable due higher general & administrative, and safety loss control expenses.	(2.7)	(2.0)	NYCT was (\$6.1M) unfavorable primarily due to reclassification adjustments that were offset in Other Fringe Benefits. FMTAC was (\$0.8M) unfavorable due to higher general & administrative, and safety loss control expenses. MNR was (\$0.4M) unfavorable. These were partially offset by a favorable variance of \$2.9M at MTA HQ which was primarily due to lower utilities, automotive and marketing expenses, and the timing of inter-agency subsidies. MTA Bus was \$1.5M favorable due to reclassification adjustments that were offset in Claims. The LIRR was \$0.3M favorable due to lower employee expenses and credit for prior period overpayments.
Other Expense Adjustments	NR	0.3	22.7	Variance is mainly due to the timing of inter-agency subsidies.	3.8	12.8	Variance is mainly due to the timing of inter-agency subsidies.
Depreciation	NR	7.4	4.5	Timing differences in project completions and assets reaching beneficial use resulted in favorable variances of \$3.7M at MNR, \$2.0M at NYCT, \$1.5M at MTAHQ and \$0.4M at SIR.	16.5	1.3	Timing differences in project completions and assets reaching beneficial use resulted in favorable variances of \$10.7M at MNR, \$3.9M at NYCT, \$2.0M at MTA HQ, \$1.0M at B&T and \$1.0M at SIR.
Other Post-Employment Benefits	NR	(3.7)	(15.8)	The GASB adjustment reflects the value associated with the unfunded accrued liability for post-employment benefits.	(25.4)	(3.5)	The GASB adjustment reflects the year-to-date value associated with the unfunded accrued liability for post-employment benefits.
Environmental Remediation	NR	0.0	0.0	Agency variances were minor.	(0.8)	(13.6)	As a result of the implementation of GASB 49 (Accounting & Financial Reporting for Environmental Remediation Obligations) and the recognition of remediation costs, certain environmental liabilities are now reserved and have been higher-than-anticipated.
Capital & Other Reimbursements	R	(7.7)	(6.1)	MTAHQ was (\$3.3M) unfavorable due primarily due to the timing of recoverable expenses. NYCT was (\$3.1M) unfavorable mainly due to the timing of capital support requirements. MTACC and MTA Bus contributed (\$1.6M) and (\$0.3M), respectively, to the unfavorable variance. Partially offsetting these were favorable variances of \$0.6M and \$0.3M at MNR and B&T, respectively.	2.0	0.2	NYCT was \$8.2M favorable mainly due to increased capital project work. The LIRR was \$3.0M favorable primarily due to the timing of project activity. B&T contributed \$0.6M to the favorable variance. Partially offsetting these were unfavorable variances at MTAHQ (\$4.6M), MNR (\$2.9M), MTACC (\$1.4M), MTA Bus (\$0.4M), SIR (\$0.3M) and LIB (\$0.2M), which were due to timing.
Payroll	R	5.1	10.7	NYCT was \$4.5M favorable due to the timing of inter-agency charges and wage accrual adjustments. Favorable variances also occurred at MNR \$0.3M and MTACC \$0.3M.	5.3	1.5	NYCT was \$3.6M favorable due to the timing of inter-agency charges and wage accrual adjustments. MNR was \$1.1M favorable. Favorable variances also resulted at MTA CC \$0.3M and MTA Bus \$0.2M.
Overtime	R	(1.5)	(18.3)	NYCT was (\$0.8M) unfavorable due to additional departmental requirements. MNR was (\$0.6M) unfavorable due to higher project activity.	(7.1)	(10.7)	NYCT was (\$3.5M) unfavorable due to additional departmental requirements. The LIRR and MNR were unfavorable by (\$2.5M) and (\$1.3M) respectively, due to the timing of project activity and schedule changes.
Health and Welfare	R	0.3	7.1	Agency variances were minor.	0.6	2.0	Agency variances were minor.
OPEB - Current Payment	R	0.0	13.6	Agency variances were minor.	0.1	6.4	Agency variances were minor.

\* Variance exceeds 100%

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

Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable		Reason for Variance	Favorable		Reason for Variance
		(Unfavorable)			(Unfavorable)		
		\$	%		\$	%	
Pensions	R	0.0	0.2	Agency variances were minor.	(0.3)	(0.8)	Agency variances were minor.
Other Fringe Benefits	R	1.5	12.0	NYCT was \$1.7M favorable mainly due to reduced overhead transfers from nonreimbursable, consistent with reimbursable salary and wage underruns. Other agency variances are minor.	(0.6)	(0.7)	The LIRR (\$0.3M) unfavorable due to the timing of project activity. Other agency variances are minor.
Reimbursable Overhead	R	2.1	7.0	MTA HQ was \$2.3M favorable primarily due to the timing of expense recovery billings.	0.5	0.2	MTA HQ was \$3.1M favorable primarily due to the timing of expense recovery billings. MNR was \$0.7M favorable due to lower project activity. These were partially offset by an unfavorable variance of (\$2.8M) at NYCT which was mainly due to reimbursable salary & wage overruns. B&T was (\$0.4M) unfavorable due to the timing of projects.
Insurance	R	0.1	10.0	Agency variances were minor.	0.4	10.9	MNR was \$0.3M favorable due to lower project activity. The LIRR was \$0.2M favorable.
Claims	R	(1.1)	-	NYCT was (\$1.1M) unfavorable due to the timing of inter-agency billings.	(1.8)	*	NYCT was (\$1.8M) unfavorable due to the timing of inter-agency billings.
Maintenance and Other Operating Contracts	R	0.2	4.7	MNR was \$0.2M favorable due to lower activity during the period.	(2.5)	(7.0)	NYCT was (\$2.3M) unfavorable due to timing. MNR was (\$0.2M) unfavorable due to higher activity during the period. The LIRR was (\$0.2M) unfavorable, also due to timing.
Professional Service Contracts	R	0.8	19.4	MTACC was \$1.0M favorable mainly due to lower-than-planned expenses for independent engineer and compliance monitoring. MTA HQ was \$0.9M favorable primarily due to the timing of corporate-wide expenses. These were partially offset by an unfavorable variance of (\$0.9M) at NYCT which was mainly due to the timing of professional and technical services.	1.8	6.3	MTA HQ was \$1.5M favorable primarily due to the timing of corporate-wide expenses. MTACC was \$0.8M favorable mainly due to lower-than-planned expenses for independent engineer and compliance monitoring, consultants and audit chargebacks. These were partially offset by an unfavorable variance of (\$0.6M) at NYCT which was mainly due to the timing of professional and technical services.
Materials & Supplies	R	(0.2)	(2.1)	MNR was (\$0.3M) unfavorable primarily due to higher project activity. NYCT was (\$0.3M) unfavorable. These were partially offset by a favorable variance of \$0.4M at the LIRR which was due to the timing of purchases for ESA material.	1.4	2.5	MNR was \$1.5M favorable primarily due to lower project activity. The LIRR was \$0.9M favorable due to the timing of purchases for ESA material. These were partially offset by an unfavorable variance of (\$1.0M) at NYCT which was due in part, to integrated farebox unit charges.
Other Business Expenses	R	0.2	52.8	MTACC was \$0.2M favorable mainly due to lower employee and procurement-related advertisement expenses.	0.4	37.8	MTACC was \$0.2M favorable mainly due to lower employee and procurement-related advertisement expenses. Other variances were minor.

\* Variance exceeds 100%

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

Generic Revenue or Expense Category	Nonreimb or Reimb	AUGUST		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable			Favorable		
		(Unfavorable)			(Unfavorable)		
		\$	%		\$	%	
Subsidies	NR	(19.6)	-13.6%	The unfavorable variance for August was mostly due to lower Urban Tax (\$7.2 million) from lower than expected real estate transactions in New York City, and lower PBT (\$4.7 million) due mostly to timing. This was slightly offset by favorable MRT transactions of \$1.3 million for the month. In addition, the City Subsidy to MTA Bus was lower than the budget by \$8.8 million due to timing differences in NYC's cash obligations, lower payroll, overtime and health & welfare costs.	(16.2)	-0.6%	The unfavorable YTD variance was due primarily to lower than expected Urban Tax receipts (\$6.8 million) from unfavorable NYC real estate transactions, as well as lower than budgeted PBT receipts (\$4.7 million), that was timing related, slightly offset by favorable MRT transactions of \$4.2 million. In addition, the City Subsidy to MTA Bus was lower than the budget by \$8.8 million due to timing differences in NYC's cash obligations, lower payroll and insurance costs for the year.
Debt Service	NR	18.9	13.9%	The favorable variance was attributable to lower than budgeted variable rates for commercial paper and timing differences of debt service deposits.	18.9	2.0%	The favorable YTD variance was attributable to lower than budgeted variable rates for commercial paper and timing differences of debt service deposits.

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

Current Month			Accrued Subsidies:	Year-to-Date		
Mid-Year Forecast	Actual	Variance		Mid-Year Forecast	Actual	Variance
			<i><b>Dedicated Taxes</b></i>			
\$0.0	\$0.0	\$0.0	Mass Transportation Operating Assistance Fund (MMTOA)	\$1,465.4	\$1,465.4	\$0.0
57.5	52.8	(4.7)	Petroleum Business Tax	430.1	425.4	(4.7)
14.5	14.9	0.5	MRT 1 (Gross)	97.8	99.5	1.7
8.5	9.3	0.8	MRT 2 (Gross)	57.3	59.8	2.5
-	-	-	Other MRT Adjustments	(2.5)	(2.5)	-
19.3	12.0	(7.2)	Urban Tax	106.6	99.9	(6.8)
-	-	-	Investment Income	0.6	0.6	-
<b>\$99.7</b>	<b>\$89.1</b>	<b>(\$10.7)</b>		<b>\$2,155.4</b>	<b>\$2,148.2</b>	<b>(\$7.3)</b>
			<i><b>New State Taxes and Fees</b></i>			
-	-	-	Payroll Mobility Tax	-	-	-
-	-	-	License Fees	-	-	-
-	-	-	Vehicle Registration Fees	-	-	-
-	-	-	Taxi Fee	-	-	-
-	-	-	Auto Rental Fee	-	-	-
<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>		<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
			<i><b>State and Local Subsidies</b></i>			
-	-	-	NYS Operating Assistance	190.9	190.9	-
			NYC and Local 18b:			
-	-	-	New York City	160.5	160.5	-
-	-	-	Nassau County	11.6	11.6	-
-	-	-	Suffolk County	7.5	7.5	-
-	-	-	Westchester County	7.3	7.3	-
-	-	-	Putnam County	0.4	0.4	-
-	-	-	Dutchess County	0.4	0.4	-
-	-	-	Orange County	0.1	0.1	-
-	-	-	Rockland County	0.0	0.0	-
-	-	-	Nassau County Subsidy to LIB	10.5	10.5	-
6.7	6.1	(0.6)	CDOT Subsidies	62.0	61.4	(0.6)
11.6	12.1	0.5	Station Maintenance	97.3	97.8	0.5
-	-	-	AMTAP	5.6	5.6	(0.0)
<b>\$18.3</b>	<b>\$18.2</b>	<b>(\$0.1)</b>		<b>\$554.2</b>	<b>\$554.1</b>	<b>(\$0.1)</b>
<b>\$118.0</b>	<b>\$107.3</b>	<b>(\$10.8)</b>	<b>Sub-total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$2,709.7</b>	<b>\$2,702.3</b>	<b>(\$7.4)</b>
25.7	16.8	(8.8)	City Subsidy to MTA Bus	189.1	180.3	(8.8)
<b>\$143.7</b>	<b>\$124.1</b>	<b>(\$19.6)</b>	<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$2,898.8</b>	<b>\$2,882.6</b>	<b>(\$16.2)</b>
			<i><b>Inter-Agency Subsidy Transactions</b></i>			
4.6	4.6	0.0	MTA Subsidy to Subsidiaries	48.2	47.3	(0.9)
33.6	36.8	3.2	B&T Operating Surplus Transfer	186.5	197.4	10.9
<b>\$38.2</b>	<b>\$41.4</b>	<b>\$3.2</b>		<b>\$234.7</b>	<b>\$244.7</b>	<b>\$10.0</b>
<b>\$ 181.9</b>	<b>\$ 165.5</b>	<b>\$ (16.4)</b>	<b>Total Subsidy</b>	<b>\$ 3,133.4</b>	<b>\$ 3,127.3</b>	<b>\$ (6.2)</b>

Note: Differences are due to rounding.

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

**August 2009**

Accrued Subsidies:	Variance \$	Variance %	Explanations
Petroleum Business Tax	(4.7)	(8.2%)	The unfavorable variance appears to be mostly timing related.
MRT 1 (Gross)	0.5	3.1%	MRT-1 transactions were slightly above the budget for the month, but pretty much on target year to date.
MRT 2 (Gross)	0.8	9.6%	MRT-2 transactions were also slightly above the budget for the month.
Urban Tax	(7.2)	(37.5%)	Real Estate transactions in New York City were lower than expected for the month.
CDOT Subsidies	(0.6)	(9.0%)	The unfavorable variance is due primarily to timing.
Station Maintenance	0.5	4.4%	The favorable variance is due primarily to timing.
City Subsidy to MTA Bus	(8.8)	(34.4%)	Variance is due primarily to timing differences in cash obligations for MTA Bus as well as lower payroll, overtime and health & welfare costs.
B&T Operating Surplus Transfer	3.2	9.4%	The variance is attributable to the timing of booking accrual payments by MTA Accounting.

**August 2009 Year-to-Date**

Accrued Subsidies:	Variance \$	Variance %	Explanations
MRT 2 (Gross)	2.5	4.4%	Year-to-date MRT-2 transactions are slightly above the budget.
Urban Tax	(6.8)	(6.3%)	Urban Tax transactions are slightly below the budget for the year.
City Subsidy to MTA Bus	(8.8)	(4.7%)	Variance is due primarily to timing differences in cash obligations for MTA Bus as well as lower YTD payroll and insurance costs.
B&T Operating Surplus Transfer	10.9	5.9%	Same as explanation for the month.

Note: Differences are due to rounding.

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

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

**August 2009**

	Mid-Year Forecast	Actual	Variance	% Variance	Explanation
Dedicated Tax Fund:					
NYC Transit	\$25.6	\$15.5	\$10.1		
Commuter Railroads	4.8	3.6	1.2		
<i>Dedicated Tax Fund Subtotal</i>	\$30.4	\$19.1	\$11.2	37.0%	Timing Difference (see Note 2 below)
MTA Transportation Revenue:					
NYC Transit	\$30.4	\$30.2	\$0.2		
Commuter Railroads	23.8	23.6	0.2		
MTA Bus	0.8	1.1	(0.3)		
<i>MTA Transportation Subtotal</i>	\$55.0	\$54.9	\$0.1	0.2%	
Commercial Paper:					
NYC Transit	\$3.1	\$0.1	\$3.0		
Commuter Railroads	1.7	0.1	1.6		
MTA Bus	0.8	0.0	0.8		
<i>Commercial Paper Subtotal</i>	\$5.6	\$0.3	\$5.3	95.5%	Timing Difference (see Note 2 below) and lower than budgeted variable rates.
2 Broadway COPs:					
NYC Transit	\$1.4	\$2.0	(\$0.6)		
Bridges & Tunnels	0.2	0.3	(0.1)		
MTA HQ	0.2	0.3	(0.1)		
<i>2 Broadway COPs Subtotal</i>	\$1.8	\$2.6	(\$0.7)	-40.5%	Higher than budgeted variable rates.
TBTA General Resolution (2)					
NYC Transit	\$13.8	\$11.7	\$2.2		
Commuter Railroads	6.5	5.2	1.3		
Bridges & Tunnels	11.6	9.6	2.0		
<i>TBTA General Resolution Subtotal</i>	\$32.0	\$26.5	\$5.5	17.1%	
TBTA Subordinate (2)					
NYC Transit	\$6.3	\$7.6	(\$1.4)		
Commuter Railroads	2.8	3.3	(0.6)		
Bridges & Tunnels	2.5	3.0	(0.5)		
<i>TBTA Subordinate Subtotal</i>	\$11.5	\$14.0	(\$2.5)	-21.6%	Timing Difference (see Note 2 below).
<b>Total Debt Service</b>	<b>\$136.2</b>	<b>\$117.3</b>	<b>\$18.9</b>	<b>13.9%</b>	
Debt Service by Agency:					
NYC Transit	\$80.7	\$67.2	\$13.5		
Commuter Railroads	39.5	35.8	3.7		
MTA Bus	1.6	1.1	0.4		
Bridges & Tunnels	14.3	12.9	1.4		
MTAHQ	0.2	0.3	(0.1)		
<b>Total Debt Service</b>	<b>\$136.2</b>	<b>\$117.3</b>	<b>\$18.9</b>	<b>13.9%</b>	

**Notes:**

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

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

**August 2009 Year-to-Date**

	Mid-Year Forecast	Actual	Variance	% Variance	Explanation
Dedicated Tax Fund:					
NYC Transit	\$143.2	\$133.1	\$10.1		
Commuter Railroads	30.9	29.7	1.2		
<i>Dedicated Tax Fund Subtotal</i>	\$174.1	\$162.8	\$11.2	6.5%	
MTA Transportation Revenue:					
NYC Transit	\$236.6	\$236.4	\$0.2		
Commuter Railroads	183.0	182.8	0.2		
MTA Bus	7.9	8.2	(0.3)		
<i>MTA Transportation Subtotal</i>	\$427.5	\$427.4	\$0.1	0.0%	
Commercial Paper:					
NYC Transit	\$5.3	\$2.3	\$3.0		Timing Difference (see Note 2 below) and lower than budgeted variable rates.
Commuter Railroads	2.8	1.2	1.6		
MTA Bus	1.3	0.6	0.8		
<i>Commercial Paper Subtotal</i>	\$9.4	\$4.0	\$5.3	57.0%	
2 Broadway COPs:					
NYC Transit	\$16.6	\$17.2	(\$0.6)		
Bridges & Tunnels	2.0	2.1	(0.1)		
MTA HQ	2.0	2.1	(0.1)		
<i>2 Broadway COPs Subtotal</i>	\$20.6	\$21.3	(\$0.7)	-3.6%	
TBTA General Resolution (2)					
NYC Transit	\$103.1	\$101.0	\$2.2		
Commuter Railroads	46.5	45.2	1.3		
Bridges & Tunnels	85.5	83.5	2.0		
<i>TBTA General Resolution Subtotal</i>	\$235.1	\$229.6	\$5.5	2.3%	
TBTA Subordinate (2)					
NYC Transit	\$52.1	\$53.4	(\$1.4)		
Commuter Railroads	22.9	23.5	(0.6)		
Bridges & Tunnels	20.6	21.1	(0.5)		
<i>TBTA Subordinate Subtotal</i>	\$95.5	\$98.0	(\$2.5)	-2.6%	
<b>Total Debt Service</b>	<b>\$962.1</b>	<b>\$943.2</b>	<b>\$18.9</b>	<b>2.0%</b>	
Debt Service by Agency:					
NYC Transit	\$556.8	\$543.3	\$13.5		
Commuter Railroads	286.0	282.4	3.7		
MTA Bus	9.2	8.8	0.4		
Bridges & Tunnels	108.0	106.6	1.4		
MTAHQ	2.0	2.1	(0.1)		
<b>Total Debt Service</b>	<b>\$962.1</b>	<b>\$943.2</b>	<b>\$18.9</b>	<b>2.0%</b>	

**Notes:**

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

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

August 2009

Cash Subsidies:	NYC Transit			Commuter Railroads			LIB			SIR			MTA Bus			MTAHO			TOTAL		
	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance
<b>Dedicated Taxes</b>																					
MMTOA <sup>1</sup>	\$99.1	\$99.1	0.0	\$51.5	\$51.5	0.0	\$0.0	\$0.0	0.0	\$0.3	\$0.3	0.0	\$0.0	\$0.0	0.0	\$0.0	\$0.0	0.0	\$150.9	\$150.9	0.0
Petroleum Business Tax	44.8	44.8	0.0	7.9	7.9	(0.0)	-	-	-	-	-	-	-	-	-	-	-	-	52.8	52.8	0.0
MRT 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13.2	14.3	1.1	13.2	14.3	1.1
MRT 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7.9	8.8	0.9	7.9	8.8	0.9
Other MRT Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Urban Tax	14.4	18.1	3.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14.4	18.1	3.6
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
	<b>\$158.4</b>	<b>\$162.0</b>	<b>\$3.6</b>	<b>\$59.4</b>	<b>\$59.4</b>	<b>(\$0.0)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.3</b>	<b>\$0.3</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$21.1</b>	<b>\$23.1</b>	<b>\$2.0</b>	<b>\$239.3</b>	<b>\$244.9</b>	<b>\$5.6</b>
<b>New State Taxes and Fees</b>																					
Payroll Mobility Tax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
License Fees	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Vehicle Registration Fees	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Taxi Fee	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Auto Rental Fee	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>State and Local Subsidies</b>																					
NYS Operating Assistance	39.5	39.5	(0.0)	7.3	7.3	-	0.8	-	(0.8)	0.1	0.1	0.0	-	-	-	-	-	-	47.8	47.0	(0.8)
NYC and Local 18b:																					
New York City	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Nassau County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Suffolk County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Westchester County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Putnam County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Dutchess County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Orange County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Rockland County	-	-	-	-	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Nassau County Subsidy to LIB	-	-	-	-	-	-	-	2.6	2.6	-	-	-	-	-	-	-	-	-	0.0	2.6	2.6
CDOT Subsidies	-	-	-	7.0	8.9	1.9	-	-	-	-	-	-	-	-	-	-	-	-	7.0	8.9	1.9
Station Maintenance	-	-	-	-	17.1	17.1	-	-	-	-	-	-	-	-	-	-	-	-	0.0	17.1	17.1
AMTAP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
	<b>\$39.5</b>	<b>\$39.5</b>	<b>(\$0.0)</b>	<b>\$14.3</b>	<b>\$33.3</b>	<b>\$19.0</b>	<b>\$0.8</b>	<b>\$2.6</b>	<b>\$1.8</b>	<b>\$0.1</b>	<b>\$0.1</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$54.8</b>	<b>\$75.6</b>	<b>\$20.9</b>
<b>Sub-total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$197.9</b>	<b>\$201.5</b>	<b>\$3.6</b>	<b>\$73.7</b>	<b>\$92.8</b>	<b>\$19.0</b>	<b>\$0.8</b>	<b>\$2.6</b>	<b>\$1.8</b>	<b>\$0.5</b>	<b>\$0.5</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$21.1</b>	<b>\$23.1</b>	<b>\$2.0</b>	<b>\$294.0</b>	<b>\$320.5</b>	<b>\$26.5</b>
City Subsidy to MTA Bus	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$197.9</b>	<b>\$201.5</b>	<b>\$3.6</b>	<b>\$73.7</b>	<b>\$92.8</b>	<b>\$19.0</b>	<b>\$0.8</b>	<b>\$2.6</b>	<b>\$1.8</b>	<b>\$0.5</b>	<b>\$0.5</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$21.1</b>	<b>\$23.1</b>	<b>\$2.0</b>	<b>\$294.0</b>	<b>\$320.5</b>	<b>\$26.5</b>
<b>Inter-Agency Subsidy Transactions</b>																					
MTA Subsidy to Subsidiaries	-	-	-	-	-	-	2.5	2.5	-	2.1	2.1	-	-	-	-	-	-	-	4.6	4.6	0.0
B&T Operating Surplus Transfer	8.3	13.5	5.2	17.8	23.2	5.4	-	-	-	-	-	-	-	-	-	-	-	-	26.1	36.8	10.7
	<b>\$8.3</b>	<b>\$13.5</b>	<b>\$5.2</b>	<b>\$17.8</b>	<b>\$23.2</b>	<b>\$5.4</b>	<b>\$2.5</b>	<b>\$2.5</b>	<b>\$0.0</b>	<b>\$2.1</b>	<b>\$2.1</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$30.7</b>	<b>\$41.4</b>	<b>\$10.7</b>
<b>Total Subsidy</b>	<b>\$206.2</b>	<b>\$215.1</b>	<b>\$8.9</b>	<b>\$91.6</b>	<b>\$116.0</b>	<b>\$24.5</b>	<b>\$3.3</b>	<b>\$5.1</b>	<b>\$1.8</b>	<b>\$2.6</b>	<b>\$2.6</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$21.1</b>	<b>\$23.1</b>	<b>\$2.0</b>	<b>\$324.7</b>	<b>\$361.9</b>	<b>\$37.2</b>

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

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

August 2009 - Year-to-Date

Cash Subsidies:	NYC Transit			Commuter Railroads			LIB			SIR			MTA Bus			MTAHO			TOTAL		
	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance
<b>Dedicated Taxes</b>																					
MMTOA <sup>1</sup>	\$297.3	\$297.3	(0.0)	\$154.5	\$154.5	(0.0)	\$11.8	\$11.8	0.0	\$1.0	\$1.0	0.0	\$0.0	\$0.0	0.0	\$0.0	\$0.0	0.0	\$464.6	\$464.6	(0.0)
Petroleum Business Tax	359.2	359.2	(0.0)	63.4	63.4	0.0	-	-	-	-	-	-	-	-	-	-	-	-	422.6	422.6	0.0
MRT 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	95.8	97.0	1.2	95.8	97.0	1.2
MRT 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56.2	57.9	1.7	56.2	57.9	1.7
Other MRT Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(2.5)	(2.5)	-	(2.5)	(2.5)	0.0
Urban Tax	103.3	103.7	0.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	103.3	103.7	0.4
Investment Income	-	-	-	0.6	0.6	-	-	-	-	-	-	-	-	-	-	-	-	-	0.6	0.6	0.0
	<b>\$759.7</b>	<b>\$760.2</b>	<b>\$0.4</b>	<b>\$218.5</b>	<b>\$218.5</b>	<b>\$0.0</b>	<b>\$11.8</b>	<b>\$11.8</b>	<b>\$0.0</b>	<b>\$1.0</b>	<b>\$1.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$149.5</b>	<b>\$152.5</b>	<b>\$2.9</b>	<b>\$1,140.6</b>	<b>\$1,144.0</b>	<b>\$3.4</b>
<b>New State Taxes and Fees</b>																					
Payroll Mobility Tax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
License Fees	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Vehicle Registration Fees	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Taxi Fee	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Auto Rental Fee	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>State and Local Subsidies</b>																					
NYS Operating Assistance	79.1	79.1	(0.0)	14.6	14.6	-	1.4	0.6	(0.8)	0.3	0.3	0.0	-	-	-	-	-	-	95.4	94.6	(0.8)
NYC and Local 18b:																					
New York City	123.1	123.3	0.1	0.9	0.9	(0.0)	-	-	-	0.5	0.4	(0.1)	-	-	-	-	-	-	124.6	124.6	(0.0)
Nassau County	-	-	-	5.8	5.8	0.0	-	-	-	-	-	-	-	-	-	-	-	-	5.8	5.8	0.0
Suffolk County	-	-	-	3.8	3.8	(0.0)	-	-	-	-	-	-	-	-	-	-	-	-	3.8	3.8	(0.0)
Westchester County	-	-	-	3.7	3.7	0.0	-	-	-	-	-	-	-	-	-	-	-	-	3.7	3.7	0.0
Putnam County	-	-	-	0.2	0.2	(0.0)	-	-	-	-	-	-	-	-	-	-	-	-	0.2	0.2	(0.0)
Dutchess County	-	-	-	0.2	0.2	(0.0)	-	-	-	-	-	-	-	-	-	-	-	-	0.2	0.2	(0.0)
Orange County	-	-	-	0.1	0.0	(0.0)	-	-	-	-	-	-	-	-	-	-	-	-	0.1	0.0	(0.0)
Rockland County	-	-	-	0.0	0.0	(0.0)	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	(0.0)
Nassau County Subsidy to LIB	-	-	-	-	-	-	7.9	7.9	-	-	-	-	-	-	-	-	-	-	7.9	7.9	0.0
CDOT Subsidies	-	-	-	58.8	60.7	1.9	-	-	-	-	-	-	-	-	-	-	-	-	58.8	60.7	1.9
Station Maintenance	-	-	-	71.6	98.2	26.6	-	-	-	-	-	-	-	-	-	-	-	-	71.6	98.2	26.6
AMTAP	-	-	-	-	-	-	1.4	1.4	-	-	-	-	-	-	-	-	-	-	1.4	1.4	0.0
2006 Surplus Recovery	-	-	-	25.0	25.0	-	-	-	-	-	-	-	-	-	-	-	-	-	25.0	25.0	0.0
	<b>\$202.2</b>	<b>\$202.3</b>	<b>\$0.1</b>	<b>\$184.7</b>	<b>\$213.2</b>	<b>\$28.5</b>	<b>\$10.7</b>	<b>\$9.9</b>	<b>(\$0.8)</b>	<b>\$0.8</b>	<b>\$0.7</b>	<b>(\$0.1)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$398.4</b>	<b>\$426.1</b>	<b>\$27.7</b>
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$961.9</b>	<b>\$962.5</b>	<b>\$0.5</b>	<b>\$403.2</b>	<b>\$431.7</b>	<b>\$28.5</b>	<b>\$22.5</b>	<b>\$21.7</b>	<b>(\$0.8)</b>	<b>\$1.8</b>	<b>\$1.7</b>	<b>(\$0.1)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$149.5</b>	<b>\$152.5</b>	<b>\$2.9</b>	<b>\$1,539.0</b>	<b>\$1,570.1</b>	<b>\$31.1</b>
City Subsidy to MTA Bus	-	-	-	-	-	-	-	-	-	-	-	-	263.8	263.9	0.0	-	-	-	263.8	263.9	0.0
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$961.9</b>	<b>\$962.5</b>	<b>\$0.5</b>	<b>\$403.2</b>	<b>\$431.7</b>	<b>\$28.5</b>	<b>\$22.5</b>	<b>\$21.7</b>	<b>(\$0.8)</b>	<b>\$1.8</b>	<b>\$1.7</b>	<b>(\$0.1)</b>	<b>\$263.8</b>	<b>\$263.9</b>	<b>\$0.0</b>	<b>\$149.5</b>	<b>\$152.5</b>	<b>\$2.9</b>	<b>\$1,802.8</b>	<b>\$1,834.0</b>	<b>\$31.1</b>
<b>Inter-Agency Subsidy Transactions</b>																					
MTA Subsidy to Subsidiaries	-	-	-	-	-	-	28.0	28.0	-	20.2	19.3	(0.9)	-	-	-	-	-	-	48.2	47.3	(0.9)
B&T Operating Surplus Transfer	43.4	54.6	11.3	128.2	139.7	11.5	-	-	-	-	-	-	-	-	-	-	-	-	171.6	194.4	22.8
	<b>\$43.4</b>	<b>\$54.6</b>	<b>\$11.3</b>	<b>\$128.2</b>	<b>\$139.7</b>	<b>\$11.5</b>	<b>\$28.0</b>	<b>\$28.0</b>	<b>\$0.0</b>	<b>\$20.2</b>	<b>\$19.3</b>	<b>(\$0.9)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$219.8</b>	<b>\$241.7</b>	<b>\$21.9</b>
<b>Total Subsidy</b>	<b>\$1,005.3</b>	<b>\$1,017.1</b>	<b>\$11.8</b>	<b>\$531.4</b>	<b>\$571.4</b>	<b>\$40.0</b>	<b>\$50.5</b>	<b>\$49.7</b>	<b>(\$0.8)</b>	<b>\$22.0</b>	<b>\$21.0</b>	<b>(\$1.0)</b>	<b>\$263.8</b>	<b>\$263.9</b>	<b>\$0.0</b>	<b>\$149.5</b>	<b>\$152.5</b>	<b>\$2.9</b>	<b>\$2,022.6</b>	<b>\$2,075.6</b>	<b>\$53.0</b>

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

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

**August 2009**

<b>Cash Subsidies:</b>	<b>TOTAL</b>	<b>Variance</b>	<b>Explanations</b>
<b><i>Dedicated Taxes</i></b>	<b>Variance</b>	<b>%</b>	
MRT 1 (Gross)	1.1	8.2%	MRT-1 collections were slightly above the budget for the month; however, on a year to date basis they were on target.
MRT 2 (Gross)	0.9	11.4%	MRT-2 collections were slightly above the budget for the month; however, on a year to date basis they were on target.
Urban Tax	3.6	25.1%	Urban Tax receipts were slightly above the budget for the month; however, on a year to date basis they were on target.
Nassau County Subsidy to LIB	2.6	100.0%	Favorable variance attributable to timing.
Station Maintenance	17.1	100.0%	The variance is attributable to timing.
CDOT Subsidies	1.9	27.6%	The unfavorable variance is due primarily to timing.
B&T Operating Surplus Transfer	10.7	40.9%	Favorable variance attributable to higher distributable income and lower non-labor expenses.

**August 2009 Year-to-date**

<b>Cash Subsidies:</b>	<b>TOTAL</b>	<b>Variance</b>	<b>Explanations</b>
<b><i>Dedicated Taxes</i></b>	<b>Variance</b>	<b>%</b>	
CDOT Subsidies	1.9	3.3%	Same as explanation for the month.
Station Maintenance	26.6	37.2%	Same as explanation for the month.
B&T Operating Surplus Transfer	22.8	13.3%	Favorable YTD variance due to higher distributable income and lower expenses.

Note: Differences are due to rounding.

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

Function/Departments	Mid-Year Forecast	Actual	Favorable/ (Unfavorable)
<b>Total Positions</b>	<b>69,888</b>	<b>69,128</b>	<b>760</b>
NYC Transit	48,664	48,282	382
Long Island Rail Road	6,898	6,809	89
Metro-North Railroad	5,958	5,885	73
Bridges & Tunnels	1,821	1,777	44
Headquarters	1,486	1,455	31
Long Island Bus	1,149	1,125	24
Staten Island Railway	267	265	2
Capital Construction Company	134	128	6
Bus Company	3,511	3,402	109
<b>Non-reimbursable</b>	<b>62,499</b>	<b>61,809</b>	<b>690</b>
NYC Transit	43,091	42,816	275
Long Island Rail Road	5,967	5,838	129
Metro-North Railroad	5,332	5,237	95
Bridges & Tunnels	1,776	1,732	44
Headquarters	1,438	1,411	27
Long Island Bus	1,134	1,111	23
Staten Island Railway	264	262	2
Capital Construction Company	-	-	-
Bus Company	3,497	3,402	95
<b>Reimbursable</b>	<b>7,389</b>	<b>7,319</b>	<b>70</b>
NYC Transit	5,573	5,466	107
Long Island Rail Road	931	971	(40)
Metro-North Railroad	626	648	(22)
Bridges & Tunnels	45	45	-
Headquarters	48	44	4
Long Island Bus	15	14	1
Staten Island Railway	3	3	-
Capital Construction Company	134	128	6
Bus Company	14	-	14
<b>Total Full Time</b>	<b>69,584</b>	<b>68,765</b>	<b>819</b>
NYC Transit	48,468	48,024	444
Long Island Rail Road	6,898	6,809	89
Metro-North Railroad	5,955	5,882	73
Bridges & Tunnels	1,821	1,777	44
Headquarters	1,486	1,455	31
Long Island Bus	1,044	1,023	21
Staten Island Railway	267	265	2
Capital Construction Company	134	128	6
Bus Company	3,511	3,402	109
<b>Total Full-Time Equivalents</b>	<b>304</b>	<b>363</b>	<b>(59)</b>
NYC Transit	196	258	(62)
Long Island Rail Road	-	-	-
Metro-North Railroad	3	3	-
Bridges & Tunnels	-	-	-
Headquarters	-	-	-
Long Island Bus	105	102	3
Staten Island Railway	-	-	-
Capital Construction Company	-	-	-
Bus Company	-	-	-

Note: Totals may differ due to rounding

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

Function/Agency	Mid-Year Forecast	Actual	Favorable/ (Unfavorable)
<b>Administration</b>	<b>4,965</b>	<b>4,918</b>	<b>47</b>
NYC Transit	2,353	2,385	(32)
Long Island Rail Road	746	715	31
Metro-North Railroad	718	720	(2)
Bridges & Tunnels	140	139	1
Headquarters	715	689	26
Long Island Bus	80	75	5
Staten Island Railway	26	27	(1)
Capital Construction Company	35	34	1
Bus Company	152	134	18
<b>Operations</b>	<b>31,008</b>	<b>30,752</b>	<b>256</b>
NYC Transit	23,015	22,891	124
Long Island Rail Road	2,096	2,048	48
Metro-North Railroad	1,837	1,789	48
Bridges & Tunnels	794	785	9
Headquarters	-	-	-
Long Island Bus	794	779	15
Staten Island Railway	94	94	-
Capital Construction Company	-	-	-
Bus Company	2,378	2,366	12
<b>Maintenance</b>	<b>30,355</b>	<b>29,987</b>	<b>368</b>
NYC Transit	21,361	21,115	246
Long Island Rail Road	3,938	3,935	3
Metro-North Railroad	3,301	3,277	24
Bridges & Tunnels	397	382	15
Headquarters	-	-	-
Long Island Bus	258	255	3
Staten Island Railway	147	144	3
Capital Construction Company	-	-	-
Bus Company	953	879	74
<b>Engineering/Capital</b>	<b>1,973</b>	<b>1,904</b>	<b>69</b>
NYC Transit	1,438	1,402	36
Long Island Rail Road	118	111	7
Metro-North Railroad	102	99	3
Bridges & Tunnels	186	173	13
Headquarters	-	-	-
Long Island Bus	15	14	1
Staten Island Railway	-	-	-
Capital Construction Company	99	94	5
Bus Company	15	11	4
<b>Public Safety</b>	<b>1,587</b>	<b>1,567</b>	<b>20</b>
NYC Transit	497	489	8
Long Island Rail Road	-	-	-
Metro-North Railroad	-	-	-
Bridges & Tunnels	304	298	6
Headquarters	771	766	5
Long Island Bus	2	2	-
Staten Island Railway	-	-	-
Capital Construction Company	-	-	-
Bus Company	13	12	1
<b>Total Postions</b>	<b>69,888</b>	<b>69,128</b>	<b>760</b>

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

<b>FUNCTION/OCCUPATIONAL GROUP</b>	<b>Mid-Year Forecast</b>	<b>Actual</b>	<b>Variance Favorable/ (Unfavorable)</b>
<b>Administration</b>	<b>4,965</b>	<b>4,918</b>	<b>47</b>
Managers/Supervisors	1,813	1,758	55
Professional, Technical, Clerical	3,079	3,094	(15)
Operational Hourlies	73	66	7
<b>Operations</b>	<b>31,008</b>	<b>30,752</b>	<b>256</b>
Managers/Supervisors	3,204	3,109	95
Professional, Technical, Clerical	1,010	1,029	(19)
Operational Hourlies	26,794	26,614	180
<b>Maintenance</b>	<b>30,355</b>	<b>29,987</b>	<b>368</b>
Managers/Supervisors	4,863	4,821	42
Professional, Technical, Clerical	2,509	2,516	(7)
Operational Hourlies	22,983	22,650	333
<b>Engineering/Capital</b>	<b>1,973</b>	<b>1,904</b>	<b>69</b>
Managers/Supervisors	505	479	26
Professional, Technical, Clerical	1,466	1,423	43
Operational Hourlies	2	2	-
<b>Public Safety</b>	<b>1,587</b>	<b>1,567</b>	<b>20</b>
Managers/Supervisors	147	144	3
Professional, Technical, Clerical	136	124	12
Operational Hourlies	1,304	1,299	5
<b>Total Positions</b>	<b>69,888</b>	<b>69,128</b>	<b>760</b>
Managers/Supervisors	10,532	10,311	221
Professional, Technical, Clerical	8,200	8,186	14
Operational Hourlies	51,156	50,631	525

## **A NOTE CONCERNING MTA BUS COMPANY RIDERSHIP**

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

Pages 2 through 70 of this report, which reports MTA-wide and individual MTA agency ridership, will **exclude** MTA Bus Company. Following page 71, MTA-wide and MTA Bus Company ridership will be presented.



**Metropolitan Transportation Authority**

State of New York

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

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

Excludes MTA Bus Company

Prepared by:  
MTA Budget Division

# Metropolitan Transportation Authority

August

Revenue Passengers	2007	2008	Percent Change	2009	Percent Change
<b>MTA New York City Transit</b>	187,933,438	189,256,246	0.70%	180,034,453	-4.87%
MTA New York City Subway	128,569,998	130,772,968	1.71%	124,254,682	-4.98%
MTA New York City Bus	59,363,440	58,483,278	-1.48%	55,779,771	-4.62%
<b>MTA Staten Island Railway</b>	310,248	309,552	-0.22%	288,708	-6.73%
<b>MTA Long Island Rail Road</b>	7,780,093	7,555,198	-2.89%	7,154,348	-5.31%
<b>MTA Metro-North Railroad</b>	6,989,948	7,005,789	0.23%	6,565,380	-6.29%
<i><b>East of Hudson</b></i>	6,819,451	6,826,968	0.11%	6,392,269	-6.37%
Harlem Line	2,263,072	2,237,677	-1.12%	2,092,806	-6.47%
Hudson Line	1,356,573	1,374,292	1.31%	1,292,260	-5.97%
New Haven Line	3,199,806	3,214,999	0.47%	3,007,203	-6.46%
<i><b>West of Hudson</b></i>	170,497	178,821	4.88%	173,111	-3.19%
Port Jervis line	132,863	131,920	-0.71%	125,074	-5.19%
Pascack Valley Line	37,634	46,901	24.62%	48,037	2.42%
<b>MTA Long Island Bus</b>	2,851,655	2,797,193	-1.91%	2,592,717	-7.31%
(Total Passengers)					
<b>MTA Bridges &amp; Tunnels</b>	27,202,857	26,083,761	-4.11%	25,733,943	-1.34%
<b>Total All Agencies</b> <small>Excludes MTA Bus Company</small>	<b>205,865,382</b>	<b>206,923,978</b>	0.51%	<b>196,635,606</b>	-4.97%
(Excludes Bridges and Tunnels)					
Weekdays:	23	21		21	
Holidays:	0	0		0	
Weekend Days	8	10		10	
Days:	31	31		31	

# Metropolitan Transportation Authority

August

Revenue Passengers Year to Date	2007	2008	Percent Change	2009	Percent Change
<b>MTA New York City Transit</b>	1,514,814,482	1,570,632,310	3.68%	1,524,660,434	-2.93%
MTA New York City Subway	1,026,610,892	1,075,700,459	4.78%	1,042,123,468	-3.12%
MTA New York City Bus	488,203,590	494,931,851	1.38%	482,536,966	-2.50%
<b>MTA Staten Island Railway</b>	2,596,382	2,868,427	10.48%	2,684,804	-6.40%
<b>MTA Long Island Rail Road</b>	56,936,950	58,524,826	2.79%	55,486,145	-5.19%
<b>MTA Metro-North Railroad</b>	52,718,188	55,362,353	5.02%	52,869,531	-4.50%
<i>East of Hudson</i>	51,463,937	53,962,549	4.86%	51,576,199	-4.42%
Harlem Line	17,376,941	18,100,170	4.16%	17,355,954	-4.11%
Hudson Line	10,174,433	10,736,153	5.52%	10,293,166	-4.13%
New Haven Line	23,912,563	25,126,226	5.08%	23,927,079	-4.77%
<i>West of Hudson</i>	1,254,251	1,399,804	11.60%	1,293,332	-7.61%
Port Jervis line	967,705	1,033,977	6.85%	933,155	-9.75%
Pascack Valley Line	286,546	365,827	27.67%	360,177	-1.54%
<b>MTA Long Island Bus</b>	21,143,376	21,683,217	2.55%	20,253,478	-6.59%
(Total Passengers)					
<b>MTA Bridges &amp; Tunnels</b>	203,487,284	198,749,717	-2.33%	194,482,682	-2.15%
<b>Total All Agencies Excludes MTA Bus Company</b>	<b>1,648,209,378</b>	<b>1,709,071,133</b>	<b>3.69%</b>	<b>1,655,954,392</b>	<b>-3.11%</b>
(Excludes Bridges and Tunnels)					
Weekdays:	170	169		168	
Holidays:	5	5		5	
Weekend Days	68	70		70	
Days:	243	244		243	

# Metropolitan Transportation Authority

August

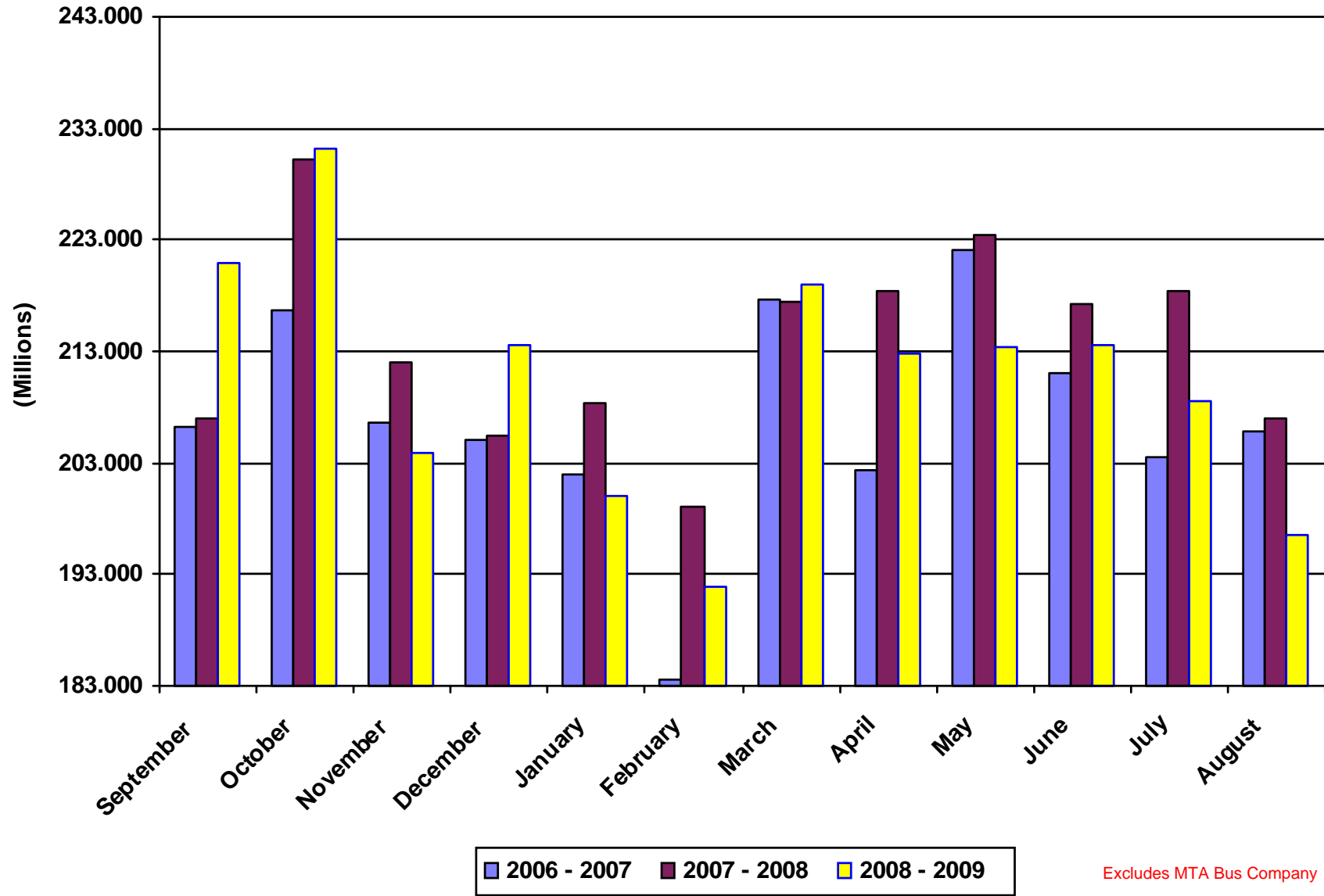
12 Month Averages	2007	2008	Percent Change	2009	Percent Change
<b>MTA New York City Transit</b>	190,250,068	196,364,369	3.21%	193,740,575	-1.34%
MTA New York City Subway	128,613,444	134,300,386	4.42%	132,525,365	-1.32%
MTA New York City Bus	61,636,624	62,063,983	0.69%	61,215,210	-1.37%
<b>MTA Staten Island Railway</b>	330,783	366,781	10.88%	349,686	-4.66%
<b>MTA Long Island Rail Road</b>	7,073,220	7,305,824	3.29%	7,026,650	-3.82%
<b>MTA Metro-North Railroad</b>	6,587,521	6,898,169	4.72%	6,755,201	-2.07%
<i><b>East of Hudson</b></i>	6,432,542	6,727,476	4.59%	6,590,011	-2.04%
Harlem Line	2,175,523	2,261,841	3.97%	2,220,522	-1.83%
Hudson Line	1,268,195	1,334,469	5.23%	1,311,432	-1.73%
New Haven Line	2,988,824	3,131,167	4.76%	3,058,057	-2.33%
<i><b>West of Hudson</b></i>	154,979	170,693	10.14%	165,190	-3.22%
Port Jervis line	119,485	127,167	6.43%	119,548	-5.99%
Pascack Valley Line	35,494	43,527	22.63%	45,641	4.86%
<b>MTA Long Island Bus</b>	2,674,411	2,718,987	1.67%	2,601,614	-4.32%
<b>MTA Bridges &amp; Tunnels</b>	25,447,614	24,963,071	-1.90%	24,264,769	-2.80%
<b>Total All Agencies</b> <small>Excludes MTA Bus Company</small>	<b>206,916,003</b>	<b>213,654,130</b>	3.26%	<b>210,473,725</b>	-1.49%
<small>(Excludes Bridges and Tunnels)</small>					
Weekdays:	23	21		21	
Holidays:	0	0		0	
Weekend Days	8	10		10	
Days:	31	31		31	

# Metropolitan Transportation Authority

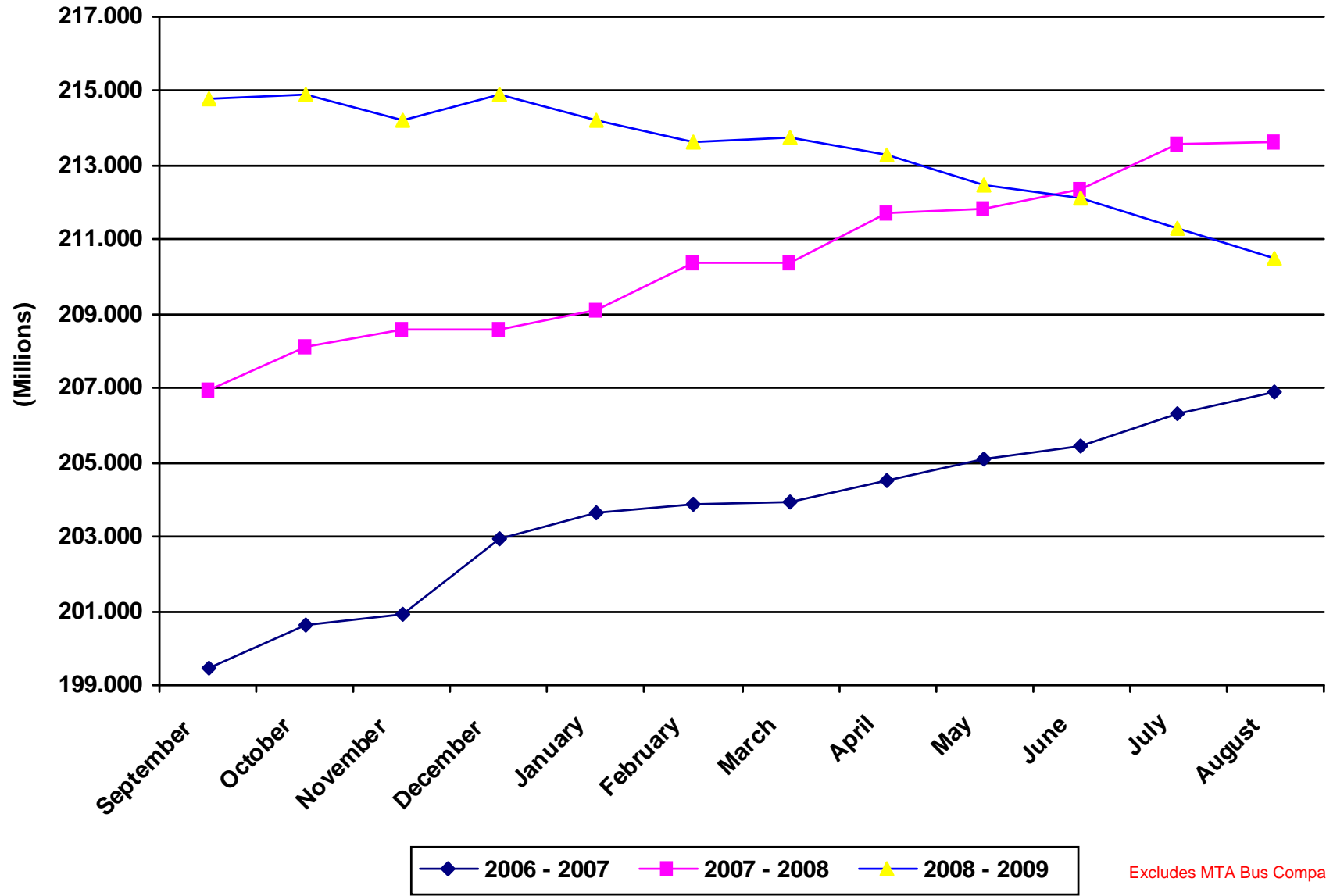
August

Average Weekday Passengers	2007	2008	Percent Change	2009	Percent Change
<b>MTA New York City Transit</b>	6,844,659	7,111,742	3.90%	6,773,044	-4.76%
MTA New York City Subway	4,716,636	4,954,738	5.05%	4,708,537	-4.97%
MTA New York City Bus	2,128,023	2,157,004	1.36%	2,064,507	-4.29%
<b>MTA Staten Island Railway</b>	12,366	12,900	4.32%	12,081	-6.35%
<b>MTA Long Island Rail Road</b>	302,670	309,705	2.32%	286,800	-7.40%
<b>MTA Metro-North Railroad</b>	270,928	284,728	5.09%	266,270	-6.48%
<i><b>East of Hudson</b></i>	263,492	276,226	4.83%	258,037	-6.58%
Harlem Line	87,957	91,210	3.70%	85,233	-6.55%
Hudson Line	52,508	55,636	5.96%	52,055	-6.44%
New Haven Line	123,027	129,380	5.16%	120,749	-6.67%
<i><b>West of Hudson</b></i>	7,436	8,502	14.34%	8,233	-3.16%
Port Jervis line	5,796	6,271	8.20%	5,948	-5.15%
Pascack Valley Line	1,640	2,231	36.04%	2,285	2.42%
<b>MTA Long Island Bus</b>	106,996	109,967	2.78%	102,272	-7.00%
<b>MTA Bridges &amp; Tunnels</b>	888,272	861,092	-3.06%	852,936	-0.95%
<b>Total All Agencies</b> <small>Excludes MTA Bus Company</small>	<b>7,537,619</b>	<b>7,829,042</b>	<b>3.87%</b>	<b>7,440,467</b>	<b>-4.96%</b>
<small>(Excludes Bridges and Tunnels)</small>					
Weekdays:	23	21		21	
Holidays:	0	0		0	
Weekend Days	8	10		10	
Days:	31	31		31	

### Metropolitan Transportation Authority Revenue Passengers

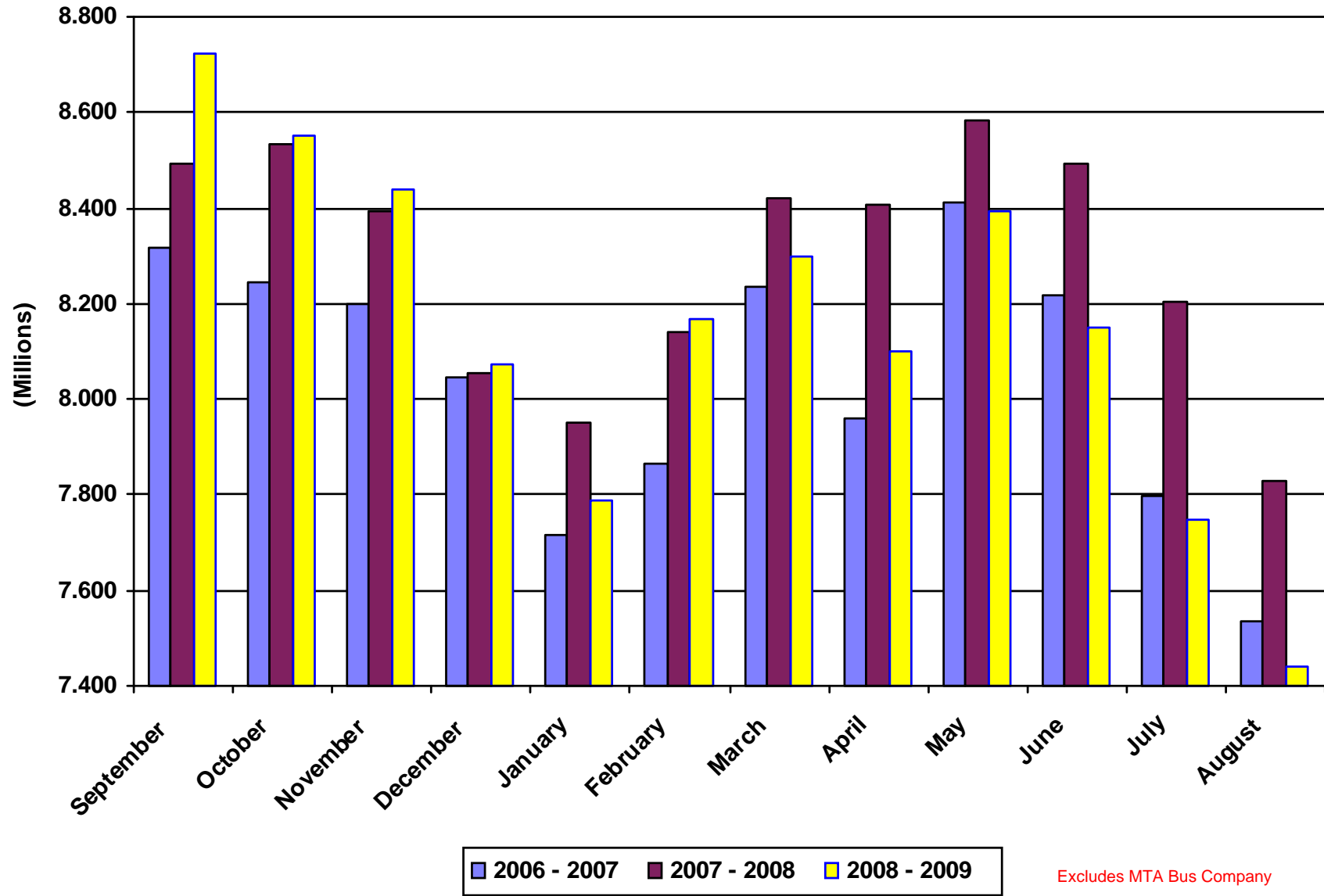


### Metropolitan Transportation Authority 12 Month Averages



Excludes MTA Bus Company

### Metropolitan Transportation Authority Average Weekday Passengers



## Metropolitan Transportation Authority

## Revenue Passengers

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
September	206,291,635	207,061,816	0.37%	220,982,352	6.72%
October	216,726,859	230,242,996	6.24%	231,192,784	0.41%
November	206,642,580	212,000,073	2.59%	203,878,400	-3.83%
December	205,121,581	205,473,542	0.17%	213,676,774	3.99%
January	202,015,713	208,325,071	3.12%	200,014,348	-3.99%
February	183,523,154	199,099,042	8.49%	191,958,476	-3.59%
March	217,680,048	217,413,016	-0.12%	218,994,417	0.73%
April	202,424,033	218,374,937	7.88%	212,737,849	-2.58%
May	222,140,540	223,377,219	0.56%	213,430,698	-4.45%
June	211,004,264	217,224,484	2.95%	213,574,495	-1.68%
July	203,556,244	218,333,386	7.26%	208,608,503	-4.45%
<b>August</b>	<b>205,865,382</b>	<b>206,923,978</b>	<b>0.51%</b>	<b>196,635,606</b>	<b>-4.97%</b>
<b>12 Month Ave</b>	<b>206,916,003</b>	<b>213,654,130</b>	<b>3.26%</b>	<b>210,473,725</b>	<b>-1.49%</b>
<b>Year-to-Date</b>	<b>1,648,209,378</b>	<b>1,709,071,133</b>	<b>3.69%</b>	<b>1,655,954,392</b>	<b>-3.11%</b>

## 12 Month Averages

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
September	199,484,533	206,980,185	3.76%	214,814,175	3.78%
October	200,620,607	208,106,529	3.73%	214,893,324	3.26%
November	200,929,583	208,552,987	3.79%	214,216,518	2.72%
December	202,932,096	208,582,317	2.78%	214,900,120	3.03%
January	203,616,910	209,108,097	2.70%	214,207,560	2.44%
February	203,858,525	210,406,088	3.21%	213,612,513	1.52%
March	203,944,512	210,383,835	3.16%	213,744,296	1.60%
April	204,535,401	211,713,077	3.51%	213,274,539	0.74%
May	205,108,373	211,816,134	3.27%	212,445,662	0.30%
June	205,473,104	212,334,485	3.34%	212,141,496	-0.09%
July	206,295,698	213,565,914	3.52%	211,331,090	-1.05%
<b>August</b>	<b>206,916,003</b>	<b>213,654,130</b>	<b>3.26%</b>	<b>210,473,725</b>	<b>-1.49%</b>

## Average Weekday Passengers

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
September	8,318,881	8,492,178	2.08%	8,722,285	2.71%
October	8,242,513	8,532,049	3.51%	8,550,997	0.22%
November	8,200,448	8,392,684	2.34%	8,440,439	0.57%
December	8,045,479	8,055,187	0.12%	8,072,652	0.22%
January	7,714,785	7,952,355	3.08%	7,787,094	-2.08%
February	7,864,018	8,141,775	3.53%	8,169,122	0.34%
March	8,234,688	8,419,304	2.24%	8,300,252	-1.41%
April	7,961,621	8,405,882	5.58%	8,097,794	-3.67%
May	8,411,871	8,585,240	2.06%	8,391,303	-2.26%
June	8,218,227	8,492,250	3.33%	8,149,793	-4.03%
July	7,799,400	8,202,627	5.17%	7,748,661	-5.53%
<b>August</b>	<b>7,537,619</b>	<b>7,829,042</b>	<b>3.87%</b>	<b>7,440,467</b>	<b>-4.96%</b>

Excludes MTA Bus Company



# Metropolitan Transportation Authority

State of New York

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

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

Includes MTA Bus Company

Prepared by:  
MTA Budget Division

# Metropolitan Transportation Authority

August

Revenue Passengers	2007	2008	Percent Change	2009	Percent Change
<b>MTA New York City Transit</b>	187,933,438	189,256,246	0.70%	180,034,453	-4.87%
MTA New York City Subway	128,569,998	130,772,968	1.71%	124,254,682	-4.98%
MTA New York City Bus	59,363,440	58,483,278	-1.48%	55,779,771	-4.62%
<b>MTA Bus Company</b>	9,066,695	9,651,741	6.45%	9,209,826	-4.58%
<b>MTA Staten Island Railway</b>	310,248	309,552	-0.22%	288,708	-6.73%
<b>MTA Long Island Rail Road</b>	7,780,093	7,555,198	-2.89%	7,154,348	-5.31%
<b>MTA Metro-North Railroad</b>	6,989,948	7,005,789	0.23%	6,565,380	-6.29%
<i><b>East of Hudson</b></i>	6,819,451	6,826,968	0.11%	6,392,269	-6.37%
Harlem Line	2,263,072	2,237,677	-1.12%	2,092,806	-6.47%
Hudson Line	1,356,573	1,374,292	1.31%	1,292,260	-5.97%
New Haven Line	3,199,806	3,214,999	0.47%	3,007,203	-6.46%
<i><b>West of Hudson</b></i>	170,497	178,821	4.88%	173,111	-3.19%
Port Jervis line	132,863	131,920	-0.71%	125,074	-5.19%
Pascack Valley Line	37,634	46,901	24.62%	48,037	2.42%
<b>MTA Long Island Bus</b>	2,851,655	2,797,193	-1.91%	2,592,717	-7.31%
(Total Passengers)					
<b>MTA Bridges &amp; Tunnels</b>	27,202,857	26,083,761	-4.11%	25,733,943	-1.34%
<b>Total All Agencies</b>	<b>214,932,077</b>	<b>216,575,719</b>	<b>0.76%</b>	<b>205,845,432</b>	<b>-4.95%</b>
(Excludes Bridges and Tunnels)					
Weekdays:	23	21		21	
Holidays:	0	0		0	
Weekend Days	8	10		10	
Days:	31	31		31	

# Metropolitan Transportation Authority

August

Revenue Passengers Year to Date	2007	2008	Percent Change	2009	Percent Change
<b>MTA New York City Transit</b>	1,514,814,482	1,570,632,310	3.68%	1,524,660,434	-2.93%
MTA New York City Subway	1,026,610,892	1,075,700,459	4.78%	1,042,123,468	-3.12%
MTA New York City Bus	488,203,590	494,931,851	1.38%	482,536,966	-2.50%
<b>MTA Bus Company</b>	71,574,538	79,299,636	10.79%	78,836,148	-0.58%
<b>MTA Staten Island Railway</b>	2,596,382	2,868,427	10.48%	2,684,804	-6.40%
<b>MTA Long Island Rail Road</b>	56,936,950	58,524,826	2.79%	55,486,145	-5.19%
<b>MTA Metro-North Railroad</b>	52,718,188	55,362,353	5.02%	52,869,531	-4.50%
<i><b>East of Hudson</b></i>	51,463,937	53,962,549	4.86%	51,576,199	-4.42%
Harlem Line	17,376,941	18,100,170	4.16%	17,355,954	-4.11%
Hudson Line	10,174,433	10,736,153	5.52%	10,293,166	-4.13%
New Haven Line	23,912,563	25,126,226	5.08%	23,927,079	-4.77%
<i><b>West of Hudson</b></i>	1,254,251	1,399,804	11.60%	1,293,332	-7.61%
Port Jervis line	967,705	1,033,977	6.85%	933,155	-9.75%
Pascack Valley Line	286,546	365,827	27.67%	360,177	-1.54%
<b>MTA Long Island Bus</b>	21,143,376	21,683,217	2.55%	20,253,478	-6.59%
(Total Passengers)					
<b>MTA Bridges &amp; Tunnels</b>	203,487,284	198,749,717	-2.33%	194,482,682	-2.15%
<b>Total All Agencies</b>	<b>1,719,783,916</b>	<b>1,788,370,769</b>	<b>3.99%</b>	<b>1,734,790,540</b>	<b>-3.00%</b>
(Excludes Bridges and Tunnels)					
Weekdays:	170	169		168	
Holidays:	5	5		5	
Weekend Days	68	70		70	
Days:	243	244		243	

# Metropolitan Transportation Authority

August

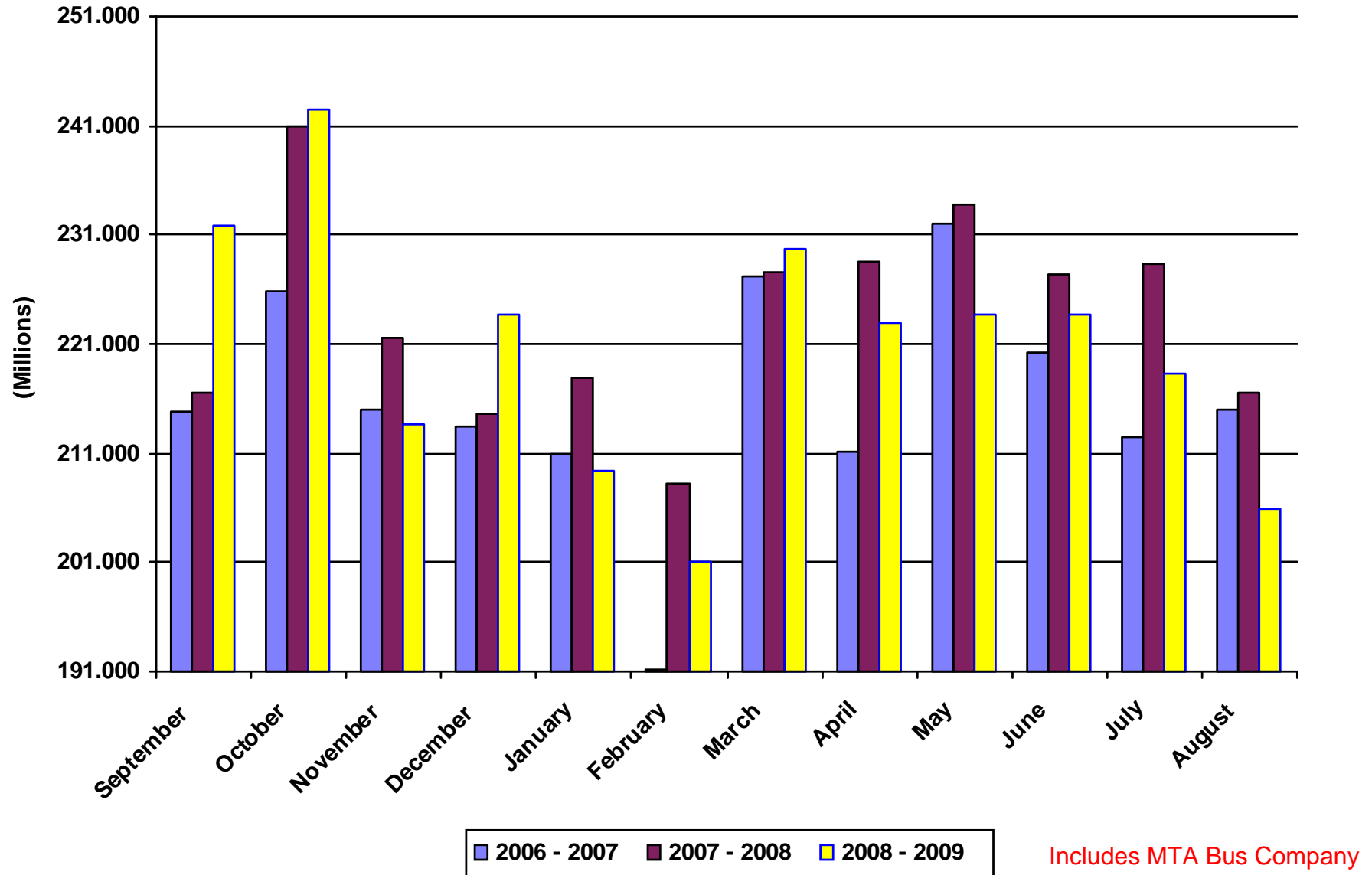
12 Month Averages	2007	2008	Percent Change	2009	Percent Change
<b>MTA New York City Transit</b>	190,250,068	196,364,369	3.21%	193,740,575	-1.34%
MTA New York City Subway	128,613,444	134,300,386	4.42%	132,525,365	-1.32%
MTA New York City Bus	61,636,624	62,063,983	0.69%	61,215,210	-1.37%
<b>MTA Bus Company</b>	8,838,081	9,832,897	11.26%	10,047,022	2.18%
<b>MTA Staten Island Railway</b>	330,783	366,781	10.88%	349,686	-4.66%
<b>MTA Long Island Rail Road</b>	7,073,220	7,305,824	3.29%	7,026,650	-3.82%
<b>MTA Metro-North Railroad</b>	6,587,521	6,898,169	4.72%	6,755,201	-2.07%
<i><b>East of Hudson</b></i>	6,432,542	6,727,476	4.59%	6,590,011	-2.04%
Harlem Line	2,175,523	2,261,841	3.97%	2,220,522	-1.83%
Hudson Line	1,268,195	1,334,469	5.23%	1,311,432	-1.73%
New Haven Line	2,988,824	3,131,167	4.76%	3,058,057	-2.33%
<i><b>West of Hudson</b></i>	154,979	170,693	10.14%	165,190	-3.22%
Port Jervis line	119,485	127,167	6.43%	119,548	-5.99%
Pascack Valley Line	35,494	43,527	22.63%	45,641	4.86%
<b>MTA Long Island Bus</b>	2,674,411	2,718,987	1.67%	2,601,614	-4.32%
<b>MTA Bridges &amp; Tunnels</b>	25,447,614	24,963,071	-1.90%	24,264,769	-2.80%
<b>Total All Agencies</b>	<b>215,754,084</b>	<b>223,487,027</b>	<b>3.58%</b>	<b>220,520,747</b>	<b>-1.33%</b>
(Excludes Bridges and Tunnels)					
Weekdays:	23	21		21	
Holidays:	0	0		0	
Weekend Days	8	10		10	
Days:	31	31		31	

# Metropolitan Transportation Authority

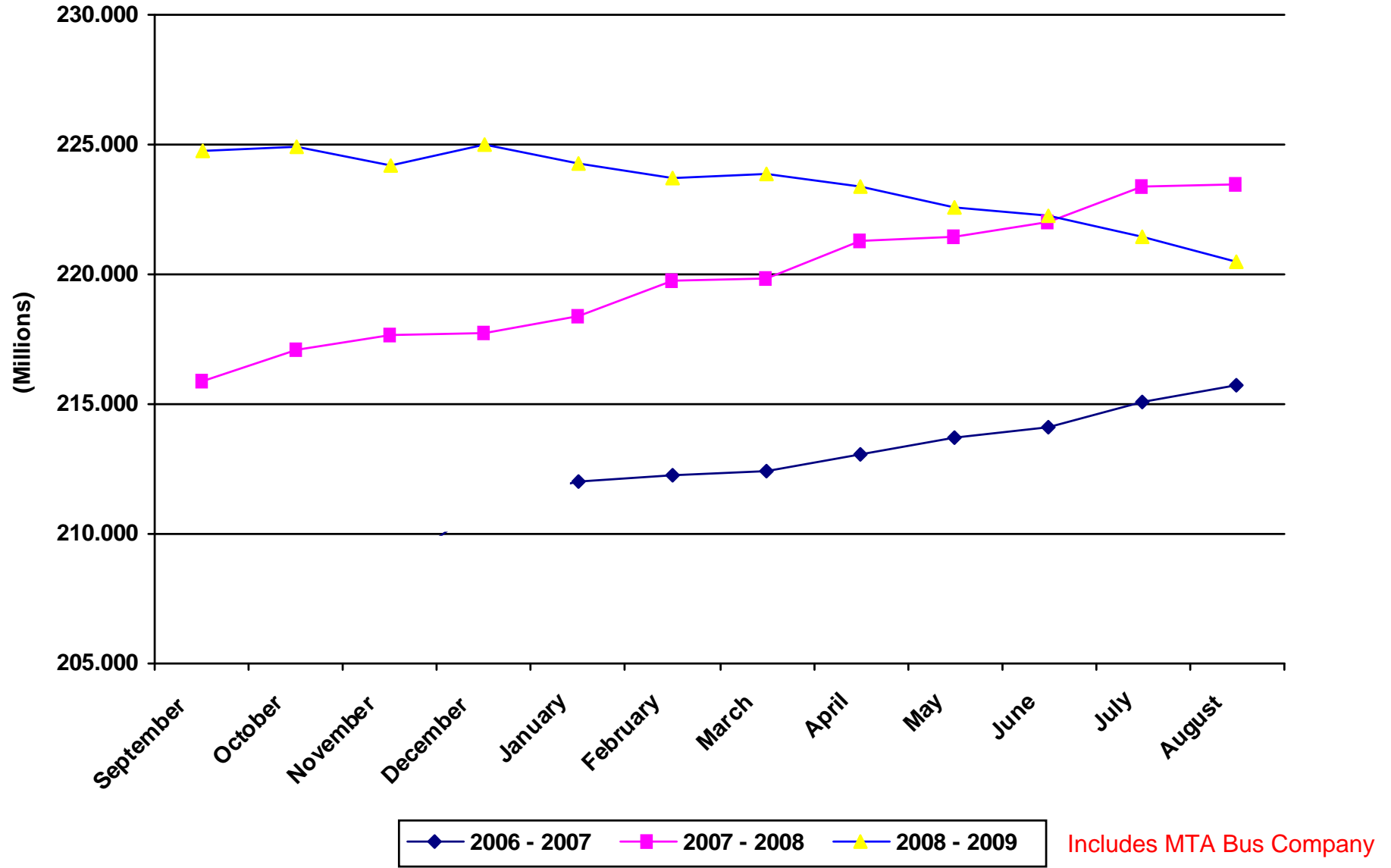
August

Average Weekday Passengers	2007	2008	Percent Change	2009	Percent Change
<b>MTA New York City Transit</b>	6,844,659	7,111,742	3.90%	6,773,044	-4.76%
MTA New York City Subway	4,716,636	4,954,738	5.05%	4,708,537	-4.97%
MTA New York City Bus	2,128,023	2,157,004	1.36%	2,064,507	-4.29%
<b>MTA Bus Company</b>	334,530	368,956	10.29%	351,930	-4.61%
<b>MTA Staten Island Railway</b>	12,366	12,900	4.32%	12,081	-6.35%
<b>MTA Long Island Rail Road</b>	302,670	309,705	2.32%	286,800	-7.40%
<b>MTA Metro-North Railroad</b>	270,928	284,728	5.09%	266,270	-6.48%
<i><b>East of Hudson</b></i>	263,492	276,226	4.83%	258,037	-6.58%
Harlem Line	87,957	91,210	3.70%	85,233	-6.55%
Hudson Line	52,508	55,636	5.96%	52,055	-6.44%
New Haven Line	123,027	129,380	5.16%	120,749	-6.67%
<i><b>West of Hudson</b></i>	7,436	8,502	14.34%	8,233	-3.16%
Port Jervis line	5,796	6,271	8.20%	5,948	-5.15%
Pascack Valley Line	1,640	2,231	36.04%	2,285	2.42%
<b>MTA Long Island Bus</b>	106,996	109,967	2.78%	102,272	-7.00%
<b>MTA Bridges &amp; Tunnels</b>	888,272	861,092	-3.06%	852,936	-0.95%
<b>Total All Agencies</b>	<b>7,872,149</b>	<b>8,197,998</b>	<b>4.14%</b>	<b>7,792,397</b>	<b>-4.95%</b>
(Excludes Bridges and Tunnels)					
Weekdays:	23	21		21	
Holidays:	0	0		0	
Weekend Days	8	10		10	
Days:	31	31		31	

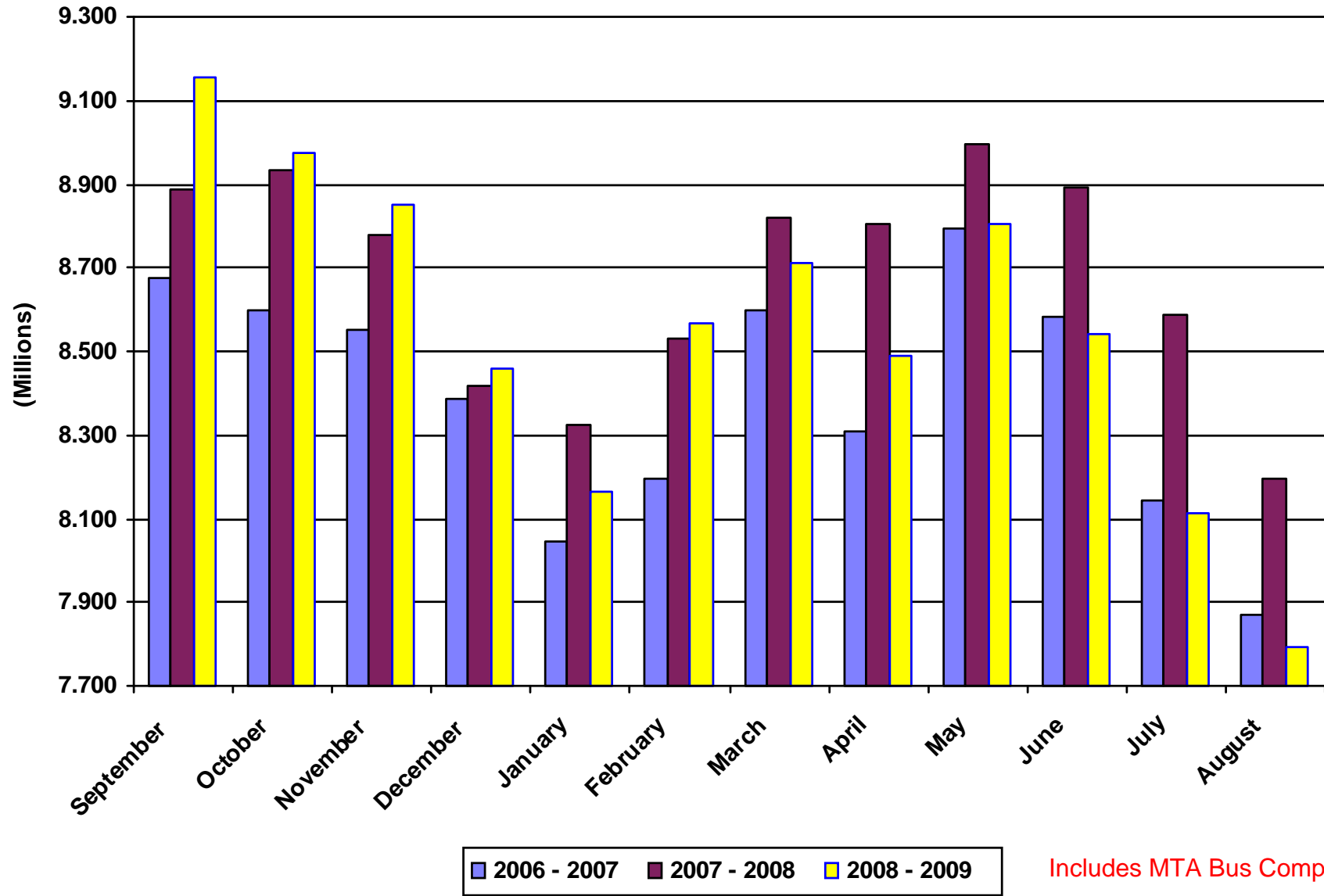
### Metropolitan Transportation Authority Revenue Passengers



### Metropolitan Transportation Authority 12 Month Averages



### Metropolitan Transportation Authority Average Weekday Passengers



## Metropolitan Transportation Authority

## Revenue Passengers

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
September	214,893,018	216,484,509	0.74%	231,780,421	7.07%
October	225,916,743	240,881,448	6.62%	242,434,931	0.64%
November	215,008,741	221,587,664	3.06%	213,551,722	-3.63%
December	213,446,592	214,519,937	0.50%	223,691,350	4.28%
January	210,929,918	217,853,139	3.28%	209,467,372	-3.85%
February	191,124,549	208,186,747	8.93%	201,157,622	-3.38%
March	227,108,123	227,558,272	0.20%	229,659,383	0.92%
April	211,086,994	228,609,552	8.30%	222,860,325	-2.51%
May	232,028,398	233,868,361	0.79%	223,773,992	-4.32%
June	220,169,085	227,294,799	3.24%	223,752,339	-1.56%
July	212,404,772	228,424,180	7.54%	218,274,075	-4.44%
<b>August</b>	<b>214,932,077</b>	<b>216,575,719</b>	<b>0.76%</b>	<b>205,845,432</b>	<b>-4.95%</b>
<b>12 Month Ave</b>	<b>215,754,084</b>	<b>223,487,027</b>	<b>3.58%</b>	<b>220,520,747</b>	<b>-1.33%</b>
<b>Year-to-Date</b>	<b>1,719,783,916</b>	<b>1,788,370,769</b>	<b>3.99%</b>	<b>1,734,790,540</b>	<b>-3.00%</b>

## 12 Month Averages

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
September		215,886,708		224,761,687	4.11%
October		217,133,767		224,891,144	3.57%
November		217,682,011		224,221,482	3.00%
December		217,771,456		224,985,766	3.31%
January	211,988,680	218,348,391	3.00%	224,286,952	2.72%
February	212,275,856	219,770,241	3.53%	223,701,192	1.79%
March	212,413,229	219,807,754	3.48%	223,876,284	1.85%
April	213,073,148	221,267,967	3.85%	223,397,182	0.96%
May	213,717,477	221,421,297	3.60%	222,555,985	0.51%
June	214,139,122	222,015,106	3.68%	222,260,780	0.11%
July	215,053,259	223,350,057	3.86%	221,414,938	-0.87%
<b>August</b>	<b>215,754,084</b>	<b>223,487,027</b>	<b>3.58%</b>	<b>220,520,747</b>	<b>-1.33%</b>

## Average Weekday Passengers

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
September	8,674,947	8,887,494	2.45%	9,156,197	3.02%
October	8,597,210	8,932,833	3.90%	8,972,705	0.45%
November	8,554,046	8,778,730	2.63%	8,849,687	0.81%
December	8,384,740	8,419,991	0.42%	8,458,974	0.46%
January	8,046,762	8,326,431	3.48%	8,163,188	-1.96%
February	8,197,615	8,530,065	4.06%	8,567,268	0.44%
March	8,599,421	8,821,301	2.58%	8,711,873	-1.24%
April	8,309,282	8,806,282	5.98%	8,490,987	-3.58%
May	8,793,985	8,996,527	2.30%	8,806,149	-2.12%
June	8,583,226	8,891,929	3.60%	8,543,323	-3.92%
July	8,142,581	8,586,010	5.45%	8,110,652	-5.54%
<b>August</b>	<b>7,872,149</b>	<b>8,197,998</b>	<b>4.14%</b>	<b>7,792,397</b>	<b>-4.95%</b>

Includes MTA Bus Company