

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2009 Mid-Year Forecast
Consolidated Accrual Statement of Operations by Category
July 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
Revenue												
Farebox Revenue	\$389.1	\$396.0	\$6.9	1.8	\$0.0	\$0.0	\$0.0	-	\$389.1	\$396.0	\$6.9	1.8
Vehicle Toll Revenue	116.3	121.0	4.8	4.1	0.0	0.0	0.0	-	116.3	121.0	4.8	4.1
Other Operating Revenue	31.0	37.0	6.0	19.5	0.0	0.0	0.0	-	31.0	37.0	6.0	19.5
Capital & Other Reimbursements	0.0	0.0	0.0	-	134.4	149.8	15.4	11.5	134.4	149.8	15.4	11.5
Total Revenue	\$536.3	\$554.0	\$17.7	3.3	\$134.4	\$149.8	\$15.4	11.5	\$670.7	\$703.8	\$33.1	4.9
Expenses												
<i>Labor:</i>												
Payroll	\$358.6	\$351.2	\$7.4	2.1	\$46.9	\$52.1	(\$5.1)	(11.0)	\$405.5	\$403.2	\$2.3	0.6
Overtime	40.6	43.0	(2.4)	(5.8)	7.2	9.9	(2.7)	(36.7)	47.9	52.9	(5.0)	(10.5)
Health and Welfare	60.7	55.4	5.3	8.7	4.5	4.2	0.4	8.4	65.2	59.6	5.6	8.7
OPEB Current Payment	28.8	28.2	0.6	2.1	0.1	0.1	0.0	17.6	28.9	28.3	0.6	2.1
Pensions	551.8	552.3	(0.5)	(0.1)	19.3	19.3	(0.0)	(0.0)	571.1	571.6	(0.5)	(0.1)
Other Fringe Benefits	42.9	37.0	5.9	13.8	11.5	14.8	(3.3)	(29.2)	54.4	51.8	2.6	4.7
Reimbursable Overhead	(27.0)	(31.7)	4.7	17.2	26.7	32.9	(6.2)	(23.1)	(0.3)	1.2	(1.5)	*
Total Labor Expenses	\$1,056.4	\$1,035.4	\$21.0	2.0	\$116.3	\$133.2	(\$16.9)	(14.5)	\$1,172.7	\$1,168.5	\$4.1	0.4
<i>Non-Labor:</i>												
Traction and Propulsion Power	\$31.1	\$26.9	\$4.2	13.5	\$0.0	\$0.0	(\$0.0)	-	\$31.1	\$26.9	\$4.2	13.5
Fuel for Buses and Trains	18.0	15.7	2.3	13.0	0.0	0.0	(0.0)	-	18.0	15.7	2.3	13.0
Insurance	3.5	3.9	(0.3)	(9.7)	0.6	0.5	0.1	12.9	4.1	4.4	(0.3)	(6.6)
Claims	13.2	24.6	(11.4)	(86.3)	0.0	0.0	0.0	-	13.2	24.6	(11.4)	(86.3)
Paratransit Service Contracts	30.9	31.2	(0.3)	(1.0)	0.0	0.0	(0.0)	-	30.9	31.2	(0.3)	(1.1)
Maintenance and Other Operating Contracts	50.8	44.6	6.2	12.3	4.8	6.7	(2.0)	(41.5)	55.6	51.3	4.3	7.7
Professional Service Contracts	19.3	2.3	17.0	87.9	4.2	2.3	1.9	44.6	23.5	4.7	18.9	80.2
Materials & Supplies	47.5	42.5	5.0	10.5	8.4	8.0	0.4	4.6	55.8	50.5	5.4	9.6
Other Business Expenses	21.5	21.1	0.4	1.9	0.3	0.3	0.0	1.2	21.8	21.4	0.4	1.9
Total Non-Labor Expenses	\$235.7	\$212.6	\$23.1	9.8	\$18.2	\$17.9	\$0.3	1.7	\$253.9	\$230.5	\$23.4	9.2
<i>Other Expense Adjustments:</i>												
Other	(\$5.6)	(\$6.2)	\$0.6	10.2	\$0.0	\$0.0	\$0.0	-	(\$5.6)	(\$6.2)	\$0.6	10.2
General Reserve	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-
Total Other Expense Adjustments	(\$5.6)	(\$6.2)	\$0.6	10.2	\$0.0	\$0.0	\$0.0	-	(\$5.6)	(\$6.2)	\$0.6	10.2
Total Expenses before Non-Cash Liability Adjs.	\$1,286.5	\$1,241.8	\$44.7	3.5	\$134.4	\$151.0	(\$16.6)	(12.3)	\$1,421.0	\$1,392.8	\$28.2	2.0
Depreciation	\$165.0	\$159.0	\$6.0	3.6	\$0.0	\$0.0	\$0.0	-	\$165.0	\$159.0	\$6.0	3.6
OPEB Obligation	23.2	22.1	1.1	4.6	0.0	0.0	0.0	-	23.2	22.1	1.1	4.6
Environmental Remediation	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-
Total Expenses	\$1,474.7	\$1,423.0	\$51.8	3.5	\$134.4	\$151.0	(\$16.6)	(12.3)	\$1,609.1	\$1,574.0	\$35.2	2.2
Net Surplus/(Deficit) excluding Subsidies and Debt Service	(\$938.4)	(\$868.9)	\$69.4	7.4	\$0.0	(\$1.2)	(\$1.2)	*	(\$938.4)	(\$870.1)	\$68.3	7.3
Subsidies	\$317.3	\$322.9	\$5.6	1.8	\$0.0	\$0.0	\$0.0	-	\$317.3	\$322.9	\$5.6	1.8
Debt Service	115.4	115.4	0.0	0.0	0.0	0.0	0.0	-	115.4	115.4	0.0	0.0

Note - Results are preliminary and subject to audit review.
Differences are due to rounding

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	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
Revenue												
Farebox Revenue	\$2,439.8	\$2,444.1	\$4.3	0.2	\$0.0	\$0.0	\$0.0	-	\$2,439.8	\$2,444.1	\$4.3	0.2
Vehicle Toll Revenue	733.8	739.4	5.6	0.8	0.0	0.0	0.0	-	733.8	739.4	5.6	0.8
Other Operating Revenue	265.9	285.0	19.0	7.2	0.0	0.0	0.0	-	265.9	285.0	19.0	7.2
Capital & Other Reimbursements	0.0	0.0	0.0	-	801.6	811.2	9.6	1.2	801.6	811.2	9.6	1.2
Total Revenue	\$3,439.6	\$3,468.5	\$29.0	0.8	\$801.6	\$811.2	\$9.6	1.2	\$4,241.1	\$4,279.7	\$38.6	0.9
Expenses												
<i>Labor:</i>												
Payroll	\$2,418.7	\$2,409.9	\$8.8	0.4	\$309.3	\$309.1	\$0.2	0.1	\$2,728.0	\$2,719.0	\$9.0	0.3
Overtime	284.2	286.2	(2.0)	(0.7)	58.6	64.2	(5.6)	(9.6)	342.8	350.4	(7.6)	(2.2)
Health and Welfare	412.4	407.3	5.1	1.2	27.3	27.0	0.3	1.2	439.7	434.3	5.5	1.2
OPEB Current Payment	202.3	195.8	6.4	3.2	0.8	0.8	0.0	5.3	203.1	196.6	6.5	3.2
Pensions	803.2	800.6	2.6	0.3	36.2	36.5	(0.3)	(0.9)	839.5	837.2	2.3	0.3
Other Fringe Benefits	276.6	270.3	6.4	2.3	78.1	80.1	(2.1)	(2.6)	354.7	350.4	4.3	1.2
Reimbursable Overhead	(184.6)	(185.8)	1.3	0.7	182.6	185.5	(2.9)	(1.6)	(1.9)	(0.3)	(1.6)	(83.6)
Total Labor Expenses	\$4,212.9	\$4,184.3	\$28.6	0.7	\$693.0	\$703.3	(\$10.3)	(1.5)	\$4,905.9	\$4,887.5	\$18.3	0.4
<i>Non-Labor:</i>												
Traction and Propulsion Power	\$204.7	\$194.6	\$10.1	4.9	\$0.1	\$0.1	(\$0.1)	(68.5)	\$204.8	\$194.7	\$10.1	4.9
Fuel for Buses and Trains	106.4	103.1	3.3	3.1	0.0	0.0	(0.0)	(54.5)	106.4	103.1	3.3	3.1
Insurance	23.8	12.0	11.8	49.6	3.3	2.9	0.4	11.0	27.1	14.9	12.2	44.9
Claims	93.7	111.5	(17.8)	(19.0)	0.5	1.2	(0.7)	*	94.2	112.7	(18.5)	(19.6)
Paratransit Service Contracts	210.0	209.5	0.5	0.2	0.0	0.0	(0.0)	-	210.0	209.5	0.5	0.2
Maintenance and Other Operating Contracts	344.1	319.6	24.4	7.1	31.5	34.3	(2.8)	(8.8)	375.6	353.9	21.6	5.8
Professional Service Contracts	105.0	99.5	5.5	5.3	24.1	23.1	1.0	4.0	129.1	122.6	6.5	5.0
Materials & Supplies	333.2	321.1	12.1	3.6	48.5	46.9	1.6	3.3	381.8	368.1	13.7	3.6
Other Business Expenses	116.8	119.6	(2.8)	(2.4)	0.6	0.4	0.1	25.8	117.4	120.0	(2.6)	(2.2)
Total Non-Labor Expenses	\$1,537.7	\$1,490.5	\$47.2	3.1	\$108.6	\$109.1	(\$0.5)	(0.5)	\$1,646.3	\$1,599.6	\$46.7	2.8
<i>Other Expense Adjustments</i>												
Other	(\$28.6)	(\$32.2)	\$3.6	12.5	\$0.0	\$0.0	\$0.0	-	(\$28.6)	(\$32.2)	\$3.6	12.5
General Reserve	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-
Total Other Expense Adjustments	(\$28.6)	(\$32.2)	\$3.6	12.5	\$0.0	\$0.0	\$0.0	-	(\$28.6)	(\$32.2)	\$3.6	12.5
Total Expenses before Non-Cash Liability Adjs.	\$5,722.0	\$5,642.6	\$79.4	1.4	\$801.6	\$812.4	(\$10.8)	(1.3)	\$6,523.5	\$6,455.0	\$68.6	1.1
Depreciation	\$1,123.0	\$1,114.0	\$9.0	0.8	\$0.0	\$0.0	\$0.0	-	\$1,123.0	\$1,114.0	\$9.0	0.8
OPEB Obligation	710.4	723.5	(13.1)	(1.8)	0.0	0.0	0.0	-	710.4	723.5	(13.1)	(1.8)
Environmental Remediation	5.6	6.4	(0.8)	(13.6)	0.0	0.0	0.0	-	5.6	6.4	(0.8)	(13.6)
Total Expenses	\$7,560.9	\$7,486.4	\$74.6	1.0	\$801.6	\$812.4	(\$10.8)	(1.3)	\$8,362.5	\$8,298.8	\$63.8	0.8
Net Surplus/(Deficit) excluding Subsidies and Debt Service	(\$4,121.4)	(\$4,017.9)	\$103.5	2.5	(\$0.0)	(\$1.2)	(\$1.2)	*	(\$4,121.4)	(\$4,019.0)	\$102.4	2.5
Subsidies	\$2,755.1	\$2,758.5	\$3.4	0.1	\$0.0	\$0.0	\$0.0	-	\$2,755.1	\$2,758.5	\$3.4	0.1
Debt Service	825.9	825.9	0.0	0.0	0.0	0.0	0.0	-	825.9	825.9	0.0	0.0

Note - Results are preliminary and subject to audit review.
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JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
July 2009
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	July		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
Farebox Revenue	NR	6.9	1.8	NYCT and MTA Bus were favorable by \$9.1M and \$0.9M respectively, mainly due to higher-than-forecasted ridership. Partially offsetting these were unfavorable variances of (\$2.5M) at MNR and (\$0.5M) at the LIRR.	4.3	0.2	NYCT and MTA Bus were favorable by \$10.8M and \$0.6M, respectively, mainly due to higher-than-forecasted ridership. Partially offsetting these were unfavorable variances of (\$5.4M), (\$1.8M) and (\$0.2M) at MNR, the LIRR and LIB, respectively.
Vehicle Toll Revenue	NR	4.8	4.1	Toll revenue was greater-than-forecasted primarily due to higher traffic and a slightly higher average toll.	5.6	0.8	Toll revenue was greater-than-forecasted primarily due to higher traffic and a slightly higher average toll.
Other Operating Revenue	NR	6.0	19.3	FMTAC was \$4.1M favorable primarily due to favorable developments in unrealized income from the invested asset portfolio. NYCT was \$1.2M favorable mainly due to higher-than-forecasted advertising revenue. LIB was \$0.6M favorable due to a lag in the recording of revenue for the US Open and LIRR track work. The LIRR was \$0.5M favorable primarily due to the timing of station advertising revenues. B&T was \$0.5M favorable due to higher E-ZPass fees and revenues from the Battery Parking Garage. Partially offsetting these was an unfavorable variance of (\$0.8M) at MTA Bus due to lower-than-planned advertising revenue.	19.0	7.1	FMTAC was \$13.8M favorable primarily due to favorable developments in unrealized income from the invested asset portfolio. MNR was \$1.7M favorable due to higher-than-projected advertising, net GCT retail, station concessions and commissary revenue. The LIRR was \$1.5M favorable due to the timing of station advertising revenues. NYCT was \$1.4M favorable mainly due to higher-than-projected advertising revenue. B&T was \$0.7M favorable due to higher-than-planned E-ZPass fees. LIB was \$0.5M favorable due to a lag in the recording of revenue for the US Open and LIRR track work. Partially offsetting these was an unfavorable at MTA Bus of (\$0.7M) due mainly to lower-than-forecasted advertising revenue.
Payroll	NR	7.4	2.1	NYCT was \$3.2M favorable. MTA Bus was \$3.0M favorable due to vacancies. MTA HQ was \$0.7M favorable due to the timing of payroll and vacation accruals. Favorable variances also occurred at LIB \$0.3M, MNR \$0.2M, and B&T \$0.2M.	8.8	0.4	MTA Bus was \$5.9M favorable due to vacancies. MNR was \$2.0M favorable. The LIRR was \$1.2M favorable due to vacancies and lower retiree payments. LIB was \$0.6M favorable due to vacancy savings and delayed hiring. B&T was \$0.4M favorable. NYCT and MTA HQ were unfavorable by (\$2.2M) and (\$0.4M), respectively.
Overtime	NR	(2.4)	(5.8)	MTA Bus was (\$1.9M) unfavorable due to vacancy coverage. MTA HQ was (\$1.0M) unfavorable due to the timing of a reimbursement for MTA Police services. The LIRR was (\$0.9M) unfavorable due to the timing of project activity and schedule changes. MNR was (\$0.5) unfavorable. NYCT was \$1.4M favorable due to reduced departmental requirements and an accrual adjustment. B&T was \$1.0M favorable due to lower-than-forecasted expenses.	(2.0)	(0.7)	MTA Bus was (\$4.0M) unfavorable due to vacancy coverage. MTA HQ was (\$1.6M) unfavorable due to the timing of a reimbursement for MTA Police services. LIB was (\$0.6M) unfavorable due to maintenance overtime. MNR was (\$0.4M) unfavorable. NYCT was \$3.7M favorable due to reduced departmental requirements and an accrual adjustment. B&T was \$1.3M favorable due to lower-than-forecasted expenses.
Health and Welfare	NR	5.3	8.7	NYCT was 3.8M favorable due to the timing of expenses. MTA Bus was \$0.9M favorable due to the inclusion of employee contributions for prior periods. MNR, B&T, and MTA HQ were each \$0.2M favorable.	5.1	1.2	MTA Bus was \$2.6M favorable due to the inclusion of employee contributions for prior periods. Favorable variances also occurred at NYCT \$0.9M, MNR \$0.7M, MTA HQ \$0.3M, B&T \$0.3M, the LIRR \$0.2M, and LIB \$0.2M.
OPEB - Current Payment	NR	0.6	2.1	The LIRR was \$0.4M favorable due to lower rates. MTA Bus was \$0.3M favorable due to the timing of charges.	6.4	3.2	NYCT was \$5.4M favorable due to timing. The LIRR was \$1.2M favorable due primarily to lower rates. MTA Bus was \$0.3M favorable.
Pensions	NR	(0.5)	(0.1)	NYCT and MTA Bus were unfavorable by (\$1.6M) and (\$0.4M), respectively due to timing. MTA HQ was \$1.4M favorable also due to timing.	2.6	0.3	MTA HQ was \$1.4M favorable due to timing. Favorable variances also resulted at MNR \$1.1M, the LIRR \$0.4M and NYCT \$0.3M, while MTA Bus was (\$0.5M) unfavorable.

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(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	July		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
Other Fringe Benefits	NR	5.9	13.8	NYCT was \$6.2M favorable primarily due to lower workers' compensation expenses and increased overhead transfers to the reimbursable budget. MTAHQ was \$0.6M favorable due to timing. The LIRR and LIB were unfavorable by (\$0.7M) and (\$0.3M), respectively, due to higher rates.	6.4	2.3	NYCT was \$6.6M favorable primarily due to lower workers' compensation expenses and increased overhead transfers to the reimbursable budget. MNR was \$0.4M favorable due to lower payroll costs. The LIRR and MTAHQ were unfavorable by (\$1.0M) and (\$0.2) respectively, due to timing and higher rates.
Reimbursable Overhead	NR	4.7	17.2	NYCT was \$4.4M favorable due to reimbursable salary & wage overruns and a favorable capital project labor mix. MTAHQ was \$0.7M favorable due to the timing of expense recovery billings. MNR was (\$0.4M) unfavorable due to lower project activity.	1.3	0.7	NYCT was \$2.8M favorable due to reimbursable salary & wage overruns and a favorable capital project labor mix. The LIRR and B&T were both \$0.2M favorable. MTAHQ was (\$0.8M) unfavorable primarily due to the timing of expense recovery billings to the agencies.
Traction and Propulsion Power	NR	4.2	13.5	Lower-than-forecasted prices resulted in favorable variances of \$3.6M at NYCT, \$0.4M at MNR and \$0.2M at the LIRR.	10.1	4.9	Lower-than-budgeted prices resulted in favorable variances of \$7.9M at NYCT, and \$2.8M at MNR. The LIRR was (\$0.7M) unfavorable primarily due to prior period adjustments and higher consumption.
Fuel for Buses and Trains	NR	2.3	13.0	Lower rates and consumption resulted in favorable variances of \$2.7M at NYCT and \$0.2M at the LIRR. MTA Bus was (\$0.6M) unfavorable primarily due to the timing of expenses.	3.3	3.1	Lower rates and consumption resulted in favorable variances of \$3.2M at NYCT, \$0.6M at LIB, \$0.4M at the LIRR, and \$0.2M at MNR. MTA Bus was (\$1.1M) unfavorable primarily due to the timing of expenses.
Insurance	NR	(0.3)	(9.7)	NYCT was (\$1.8M) unfavorable due to an increase in insurance premiums and higher-than-forecasted expenses. MTA HQ was (\$0.2M) unfavorable due to timing. FMTAC was \$1.3M favorable due to the timing of policy renewals.	11.8	49.6	FMTAC was \$13.1M favorable due to the timing of policy renewals. MTA Bus was \$0.4M favorable due to timing. B&T was \$0.3M favorable due to lower expenses for general liability and property insurance. NYCT was (\$1.8M) unfavorable 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	(11.4)	(86.3)	MTA Bus was (\$9.2M) unfavorable due to revised actuarial estimates. FMTAC was (\$1.4M) unfavorable due to an increase in required reserves. NYCT was (\$1.1M) unfavorable due to timing. MNR was (\$0.8M) unfavorable due to a settlement payment. The LIRR was \$0.8M favorable due to a decrease in employee reserves.	(17.8)	(19.0)	FMTAC was (\$10.1M) unfavorable due to an increase in required reserves. MTA Bus was (\$9.6M) unfavorable due to revised actuarial estimates. MNR was (\$0.8M) unfavorable due to a settlement payment. NYCT was (\$0.4M) unfavorable due to timing. The LIRR was \$2.7M favorable due to a decrease in employee reserves. LIB was \$0.5M favorable due to lower expenses.
Paratransit Service Contracts	NR	(0.3)	(1.0)	NYCT was (\$0.3M) unfavorable.	0.5	0.2	NYCT was \$0.5M favorable.

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		Favorable			(Unfavorable)		
		\$	%		\$	%	
Maintenance and Other Operating Contracts	NR	6.2	12.3	NYCT was \$2.9M favorable mainly due to the timing of heating fuel and station painting expenses. MTA HQ was \$1.7M favorable primarily due to the timing of maintenance and repair charges for facility management, 2 Broadway and the EIT Group. The LIRR was \$0.9M favorable due to the timing of activity for the IESS initiative and other expenses and lower costs for Penn Station maintenance. MNR was \$0.8M favorable due to lower-than-projected expenses for equipment maintenance, weed control, and telephone.	24.4	7.1	The LIRR was \$6.6M favorable due to the timing of activity for the IESS initiative and other expenses and lower costs for Penn Station maintenance. NYCT was \$6.0M favorable mainly due to the timing of heating fuel and station painting expenses. B&T was \$5.5M favorable due to lower expenses for the E-ZPass customer service center, bridge painting, and maintenance. MNR was \$3.8M favorable primarily due to lower-than-projected expenditures for the Genesis locomotive overhaul program and lower electricity and heating costs. MTA HQ was \$1.6M favorable primarily due to the timing of maintenance and repair charges for facility management, 2 Broadway and the EIT Group. MTA Bus and LIB were favorable by \$0.5M and \$0.4M, respectively.
Professional Service Contracts	NR	17.0	87.9	NYCT was \$12.2M favorable mainly due to the timing of inter-agency charges. MTA HQ was \$2.5M favorable primarily due to the timing of corporate-wide expenses. The LIRR was favorable by \$0.8M primarily due to the timing of payments for MTA chargebacks, consultants, and security and fire monitoring contracts. MTA Bus was \$0.6M favorable due to the timing of expenses. B&T was \$0.5M favorable primarily due to lower-than-planned expenses for planning studies, MTA chargebacks and medical exams. MNR was \$0.4M favorable primarily due to lower expenses for software customization and MTA Police services.	5.5	5.3	The LIRR was favorable by \$2.8M primarily due to the timing of payments for MTA chargebacks, market research studies, security and fire monitoring contracts and payments for consultants. MTA HQ was \$2.6M favorable primarily due to the timing of corporate-wide expenses. B&T was \$1.0M favorable primarily due to lower-than-planned expenses for legal services, planning studies and bond service fees. MTA Bus was \$0.9M favorable due to the timing of expenses. NYCT was (\$1.9M) unfavorable mainly due to a bond service cost adjustment.
Materials & Supplies	NR	5.0	10.5	The LIRR was \$3.2M favorable primarily due to lower material usage related to life cycle maintenance, lower running repairs for the MU fleet, the delayed purchase of bench test equipment and the timing of material costs. B&T was \$1.0M favorable mainly due to lower expenses for E-ZPass tags, security/surveillance equipment and procurement card purchases. NYCT was favorable by \$0.5M, in part due to the timing of expenses.	12.1	3.6	The LIRR was \$6.9M favorable primarily due to deferred life cycle maintenance, lower usage of running repair materials, delayed fleet modifications, delayed purchases of bench test equipment, and the timing of material costs. B&T was \$2.9M favorable mainly due to lower expenses for E-ZPass tags and security/surveillance equipment. NYCT was \$1.2M favorable, in part due to the timing of expenses. MTA Bus was \$0.7M favorable, also due to timing.
Other Business Expenses	NR	0.4	1.9	MTA HQ was \$0.6M favorable primarily due to the timing of inter-agency subsidies. MTA Bus was \$0.4M favorable due to the timing of expenses. NYCT was (\$0.3M) unfavorable due to higher-than-forecasted fare media costs. MNR and FMTAC were both (\$0.2M) unfavorable.	(2.8)	(2.4)	NYCT was (\$4.1M) unfavorable due to the timing of expenses. FMTAC was (\$0.5M) unfavorable due to higher general & administrative, and safety loss control expenses. MTA HQ was \$1.2M favorable primarily due to the timing of inter-agency subsidies. MTA Bus was \$0.8M favorable mainly due to the timing of expenses. The LIRR was \$0.4M favorable due to a capital accounting recording error (under investigation), a credit for prior period overpayments and the timing of recruitment expenses.
Other Expense Adjustments	NR	0.6	10.2	Variance is mainly due to the timing of inter-agency subsidies.	3.6	12.5	Variance is mainly due to the timing of inter-agency subsidies.
Depreciation	NR	6.0	3.6	Timing differences in project completions and assets reaching beneficial use resulted in favorable variances of \$3.6M at MNR, \$1.4M at NYCT, \$0.5M at MTAHQ and \$0.4M at SIR.	9.0	0.8	Timing differences in project completions and assets reaching beneficial use resulted in favorable variances of \$7.0M at MNR, \$2.0M at NYCT, \$1.0M at B&T, \$0.6M at SIR and \$0.5M at MTAHQ.

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

Generic Revenue or Expense Category	Nonreimb or Reimb	July		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
Other Post-Employment Benefits	NR	1.1	4.6	The GASB adjustment reflects the value associated with the unfunded accrued liability for post-employment benefits.	(13.1)	(1.8)	The GASB adjustment reflects the year-to-date value associated with the unfunded accrued liability for post-employment benefits.
Environmental Remediation	NR	0.0	-	As a result of the implementation of GASB 49 (Accounting & Financial Reporting for Environmental Remediation Obligations) and the recognition of remediation costs, certain environmental liabilities have now been reserved.	(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 have now been reserved and were higher-than-anticipated.
Capital & Other Reimbursements	R	15.4	11.5	NYCT was \$18.0M favorable mainly due to increased project work. B&T, MTACC and MTAHQ were each favorable by \$0.2M. MNR, the LIRR and MTA Bus were unfavorable (\$2.0M), (\$0.8M) and (\$0.2M) respectively, also due to timing.	9.6	1.2	NYCT was \$11.3M favorable mainly due to increased capital project work. The LIRR was \$3.1M favorable primarily due to the timing of project activity. B&T and MTACC were \$0.3M and \$0.2M favorable, respectively. MNR, MTAHQ, SIR and LIB were unfavorable (\$3.4M), (\$1.3M), (\$0.2M) and (\$0.2M) respectively, also due to timing.
Payroll	R	(5.1)	(11.0)	NYCT was (\$6.1M) unfavorable due to the timing of inter-agency charges, higher-than-forecasted project activity. MNR and the LIRR were favorable by \$0.5M and \$0.4M respectively, also due to the timing of project activity.	0.2	0.1	MNR and the LIRR were favorable by \$0.7M and \$0.2M respectively, while NYCT was (\$0.9M) unfavorable.
Overtime	R	(2.7)	(36.7)	NYCT was (\$2.0M) unfavorable due to higher project activity. The LIRR and MNR were both (\$0.4M) unfavorable due to scheduling and more work performed on overtime.	(5.6)	(9.6)	NYCT was (\$2.7M) unfavorable due to higher project activity. The LIRR and MNR were unfavorable by (\$2.4M) and (\$0.7M) respectively, due to scheduling and more work performed on overtime.
Health and Welfare	R	0.4	8.4	Agency variances were minor.	0.3	1.2	Agency variances were minor.
OPEB - Current Payment	R	0.0	17.6	Agency variances were minor.	0.0	5.3	Agency variances were minor.
Pensions	R	(0.0)	(0.0)	Agency variances were minor.	(0.3)	(0.9)	Agency variances were minor.
Other Fringe Benefits	R	(3.3)	(29.2)	NYCT was (\$3.4M) unfavorable mainly due to increased overhead transfers from nonreimbursable, consistent with reimbursable salary & wage overruns.	(2.1)	(2.6)	NYCT was (\$1.8M) unfavorable mainly due to increased overhead transfers from nonreimbursable, consistent with reimbursable salary & wage overruns. The LIRR was (\$0.2M) unfavorable due to timing.
Reimbursable Overhead	R	(6.2)	(23.1)	The timing of project activity was largely responsible for unfavorable variances of (\$4.4M) at NYCT, (\$2.0M) at MTAHQ and a favorable variance of \$0.2M at MNR.	(2.9)	(1.6)	NYCT was (\$2.8M) unfavorable mainly due to reimbursable salary & wage overruns. The LIRR and B&T were both (\$0.2M) unfavorable due to the timing of projects. MTAHQ was \$0.8M favorable primarily due to the timing of expense recovery billing to agencies. MNR was \$0.7M favorable due to lower project activity.
Insurance	R	0.1	12.9	Agency variances were minor.	0.4	11.0	MNR was \$0.2M favorable due to lower project activity. The LIRR was \$0.1M favorable.
Claims	R	0.0	-		(0.7)	*	NYCT was (\$0.7M) unfavorable due to timing.

* Variance exceeds 100%

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

Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable		Reason for Variance	Favorable		Reason for Variance
		(Unfavorable)			(Unfavorable)		
		\$	%		\$	%	
Maintenance and Other Operating Contracts	R	(2.0)	(41.5)	NYCT was (\$1.8M) unfavorable due to accrued adjustments. MNR was (\$0.3M) unfavorable due to higher activity during the period.	(2.8)	(8.8)	NYCT was (\$2.2M) unfavorable due to accrual adjustments. MNR was (\$0.3M) unfavorable due to higher activity during the period. The LIRR was (\$0.3M) unfavorable due to timing.
Professional Service Contracts	R	1.9	44.6	MNR was \$1.1M favorable due to lower project activity. MTA HQ was \$0.6M favorable primarily due to the timing of corporate-wide expenses. NYCT was \$0.5M favorable mainly due to the timing of inspection and testing services. MTACC was (\$0.3M) unfavorable mainly due to the timing of expenses for audit services.	1.0	4.0	MTA HQ was \$0.6M favorable primarily due to the timing of corporate-wide expenses. MNR was \$0.4M favorable due to lower project activity. NYCT was \$0.3M favorable mainly due to the timing of inspection and testing services. MTACC was (\$0.3M) unfavorable mainly due to the timing of expenses for audit services.
Materials & Supplies	R	0.4	4.6	MNR was \$0.7M favorable primarily due to lower project activity. The LIRR was \$0.4M favorable due to the timing of purchases for ESA material. NYCT was (\$0.8M) unfavorable mainly due to integrated farebox unit charges.	1.6	3.3	MNR was \$1.9M favorable primarily due to lower project activity. The LIRR was \$0.5M favorable due to the timing of purchases for ESA material. NYCT was (\$0.8M) unfavorable mainly due to integrated farebox unit charges.
Other Business Expenses	R	0.0	1.2	Variances were minor.	0.1	25.8	Variances were minor.
Subsidies	NR	5.6	1.8%	The favorable variance for July was due to higher than expected receipts from real estate transactions.	3.4	0.1%	The favorable YTD variance was due primarily to higher than expected receipts from real estate transactions.
Debt Service	NR	0.0	0.0%	The actuals were on target for the month.	0.0	0.0%	YTD results were on target.

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

Current Month			Accrued Subsidies:	Year-to-Date		
Mid-Year Forecast	Actual	Variance		Mid-Year Forecast	Actual	Variance
			<i>Dedicated Taxes</i>			
\$0.0	\$0.0	\$0.0	Mass Transportation Operating Assistance Fund (MMTOA)	\$1,465.4	\$1,465.4	\$0.0
52.8	52.8	-	Petroleum Business Tax	372.6	372.6	-
13.2	14.3	1.1	MRT 1 (Gross)	83.3	84.6	1.2
7.9	8.8	0.9	MRT 2 (Gross)	48.8	50.5	1.7
-	-	-	Other MRT Adjustments	(2.5)	(2.5)	-
14.4	18.1	3.6	Urban Tax	87.4	87.9	0.5
-	-	-	Investment Income	0.6	0.6	-
\$88.4	\$94.0	\$5.6		\$2,055.7	\$2,059.1	\$3.4
			<i>New State Taxes and Fees</i>			
-	-	-	Payroll Mobility Tax	-	-	-
-	-	-	License Fees	-	-	-
-	-	-	Vehicle Registration Fees	-	-	-
-	-	-	Taxi Fee	-	-	-
-	-	-	Auto Rental Fee	-	-	-
\$0.0	\$0.0	\$0.0		\$0.0	\$0.0	\$0.0
			<i>State and Local Subsidies</i>			
-	-	-	NYS Operating Assistance	190.9	190.9	-
			NYC and Local 18b:			
158.7	158.7	-	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	-
13.0	13.0	-	CDOT Subsidies	55.3	55.3	-
12.1	12.1	-	Station Maintenance	85.7	85.7	-
-	-	-	AMTAP	5.6	5.6	(0.0)
\$183.8	\$183.8	\$0.0		\$535.9	\$535.9	(\$0.0)
\$272.2	\$277.8	\$5.6	Sub-total Dedicated Taxes & State and Local Subsidies	\$2,591.6	\$2,595.0	\$3.4
45.1	45.1	-	City Subsidy to MTA Bus	163.5	163.5	-
\$317.3	\$322.9	\$5.6	Total Dedicated Taxes & State and Local Subsidies	\$2,755.1	\$2,758.5	\$3.4
			<i>Inter-Agency Subsidy Transactions</i>			
9.1	8.6	(0.5)	MTA Subsidy to Subsidiaries	43.6	42.7	(0.9)
29.0	23.3	(5.7)	B&T Operating Surplus Transfer	152.8	160.6	7.8
\$38.1	\$31.9	(\$6.2)		\$196.4	\$203.3	\$6.8
\$ 355.4	\$ 354.8	\$ (0.6)	Total Subsidy	\$ 2,951.5	\$ 2,961.8	\$ 10.2

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)

July 2009

Accrued Subsidies:	Variance \$	Variance %	Explanations
MRT 1 (Gross)	1.1	8.2%	MRT-1 transactions were slightly above the budget for the month.
MRT 2 (Gross)	0.9	11.4%	Same as explanation for MRT-1 above.
Urban Tax	3.6	25.1%	Urban tax transactions for the month were slightly more favorable than expected.
MTA Subsidy to Subsidiaries	(0.5)	(5.5%)	Variance is mostly timing related. Drawdowns are related to timing of cash obligations for SIR and LIB.
B&T Operating Surplus Transfer	(5.7)	(19.7%)	The variance is attributable to the timing of booking accrual payments by MTA Accounting.

July 2009 Year-to-Date

Accrued Subsidies:	Variance \$	Variance %	Explanations
MRT 2 (Gross)	1.7	3.5%	Year-to-date MR-2 transactions are slightly above the budget.
B&T Operating Surplus Transfer	7.8	5.1%	Year-to-date surplus transfer is slightly above the budget.

Note: Differences are due to rounding.

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

July 2009

	Mid-Year Forecast	Actual	Variance	% Variance	Explanation
Dedicated Tax Fund:					
NYC Transit	\$15.4	\$15.4	\$0.0		
Commuter Railroads	3.5	3.5	0.0		
<i>Dedicated Tax Fund Subtotal</i>	\$18.9	\$18.9	\$0.0	0.0%	
MTA Transportation Revenue:					
NYC Transit	\$29.0	\$29.0	\$0.0		
Commuter Railroads	22.6	22.6	0.0		
MTA Bus	1.1	1.1	0.0		
<i>MTA Transportation Subtotal</i>	\$52.7	\$52.7	\$0.0	0.0%	
Commercial Paper:					
NYC Transit	\$0.2	\$0.2	\$0.0		
Commuter Railroads	0.1	0.1	0.0		
MTA Bus	0.0	0.0	0.0		
<i>Commercial Paper Subtotal</i>	\$0.3	\$0.3	\$0.0	0.0%	
2 Broadway COPs:					
NYC Transit	\$2.0	\$2.0	\$0.0		
Bridges & Tunnels	0.3	0.3	0.0		
MTA HQ	0.3	0.3	0.0		
<i>2 Broadway COPs Subtotal</i>	\$2.6	\$2.6	\$0.0	0.0%	
TBTA General Resolution (2)					
NYC Transit	\$12.8	\$12.8	\$0.0		
Commuter Railroads	5.7	5.7	0.0		
Bridges & Tunnels	10.6	10.6	0.0		
<i>TBTA General Resolution Subtotal</i>	\$29.2	\$29.2	\$0.0	0.0%	
TBTA Subordinate (2)					
NYC Transit	\$6.4	\$6.4	\$0.0		
Commuter Railroads	2.8	2.8	0.0		
Bridges & Tunnels	2.5	2.5	0.0		
<i>TBTA Subordinate Subtotal</i>	\$11.8	\$11.8	\$0.0	0.0%	
Total Debt Service	\$115.4	\$115.4	\$0.0	0.0%	
Debt Service by Agency:					
NYC Transit	\$65.8	\$65.8	\$0.0		
Commuter Railroads	34.8	34.8	0.0		
MTA Bus	1.1	1.1	0.0		
Bridges & Tunnels	13.4	13.4	0.0		
MTAHQ	0.3	0.3	0.0		
Total Debt Service	\$115.4	\$115.4	\$0.0	0.0%	

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 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)

July 2009 Year-to-Date

	Mid-Year Forecast	Actual	Variance	% Variance	Explanation
Dedicated Tax Fund:					
NYC Transit	\$117.6	\$117.6	(\$0.0)		
Commuter Railroads	26.1	26.1	0.0		
<i>Dedicated Tax Fund Subtotal</i>	\$143.7	\$143.7	(\$0.0)	0.0%	
MTA Transportation Revenue:					
NYC Transit	\$206.2	\$206.2	\$0.0		
Commuter Railroads	159.2	159.2	0.0		
MTA Bus	7.1	7.1	0.0		
<i>MTA Transportation Subtotal</i>	\$372.5	\$372.5	\$0.0	0.0%	
Commercial Paper:					
NYC Transit	\$2.1	\$2.1	\$0.0		
Commuter Railroads	1.1	1.1	0.0		
MTA Bus	0.5	0.5	0.0		
<i>Commercial Paper Subtotal</i>	\$3.8	\$3.8	\$0.0	0.0%	
2 Broadway COPs:					
NYC Transit	\$15.2	\$15.2	\$0.0		
Bridges & Tunnels	1.8	1.8	(0.0)		
MTA HQ	1.8	1.8	(0.0)		
<i>2 Broadway COPs Subtotal</i>	\$18.7	\$18.7	(\$0.0)	0.0%	
TBTA General Resolution (2)					
NYC Transit	\$89.3	\$89.3	\$0.0		
Commuter Railroads	40.0	40.0	0.0		
Bridges & Tunnels	73.8	73.8	0.0		
<i>TBTA General Resolution Subtotal</i>	\$203.1	\$203.1	\$0.0	0.0%	
TBTA Subordinate (2)					
NYC Transit	\$45.8	\$45.8	\$0.0		
Commuter Railroads	20.1	20.1	0.0		
Bridges & Tunnels	18.1	18.1	0.0		
<i>TBTA Subordinate Subtotal</i>	\$84.0	\$84.0	\$0.0	0.0%	
Total Debt Service	\$825.9	\$825.9	\$0.0	0.0%	
Debt Service by Agency:					
NYC Transit	\$476.2	\$476.2	\$0.0		
Commuter Railroads	246.6	246.6	0.0		
MTA Bus	7.6	7.6	0.0		
Bridges & Tunnels	93.7	93.7	(0.0)		
MTAHQ	1.8	1.8	(0.0)		
Total Debt Service	\$825.9	\$825.9	\$0.0	0.0%	

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 approved.
- (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)

July 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
Dedicated Taxes																					
MMTOA ¹	\$49.5	\$49.5	(0.0)	\$25.8	\$25.8	(0.0)	\$0.0	\$0.0	0.0	\$0.2	\$0.2	0.0	\$0.0	\$0.0	0.0	\$0.0	\$0.0	0.0	\$75.5	\$75.5	(0.0)
Petroleum Business Tax	51.0	51.0	(0.0)	9.0	9.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	60.0	60.0	(0.0)
MRT 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12.0	12.1	0.1	12.0	12.1	0.1
MRT 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7.3	8.1	0.8	7.3	8.1	0.8
Other MRT Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Urban Tax	9.6	6.4	(3.2)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9.6	6.4	(3.2)
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
	\$110.2	\$107.0	(\$3.2)	\$34.8	\$34.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.2	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$19.3	\$20.3	\$1.0	\$164.4	\$162.2	(\$2.2)
New State Taxes and Fees																					
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
	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
State and Local Subsidies																					
NYS Operating Assistance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
NYC and Local 18b:																					
New York City	123.1	123.3	0.1	-	0.5	0.5	-	-	-	0.5	0.4	(0.1)	-	-	-	-	-	-	123.7	124.1	0.5
Nassau County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Suffolk County	-	-	-	-	1.9	1.9	-	-	-	-	-	-	-	-	-	-	-	-	0.0	1.9	1.9
Westchester County	-	-	-	-	1.8	1.8	-	-	-	-	-	-	-	-	-	-	-	-	0.0	1.8	1.8
Putnam County	-	-	-	-	0.1	0.1	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.1	0.1
Dutchess County	-	-	-	-	0.1	0.1	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.1	0.1
Orange County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Rockland County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Nassau County Subsidy to LIB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
CDOT Subsidies	-	-	-	5.9	5.9	-	-	-	-	-	-	-	-	-	-	-	-	-	5.9	5.9	0.0
Station Maintenance	-	-	-	71.6	81.1	9.5	-	-	-	-	-	-	-	-	-	-	-	-	71.6	81.1	9.5
AMTAP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
	\$123.1	\$123.3	\$0.1	\$77.5	\$91.4	\$13.9	\$0.0	\$0.0	\$0.0	\$0.5	\$0.4	(\$0.1)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$201.2	\$215.0	\$13.9
Sub-total Dedicated Taxes & State and Local Subsidies	\$233.3	\$230.3	(\$3.1)	\$112.2	\$126.1	\$13.9	\$0.0	\$0.0	\$0.0	\$0.7	\$0.6	(\$0.1)	\$0.0	\$0.0	\$0.0	\$19.3	\$20.3	\$1.0	\$365.6	\$377.2	\$11.7
City Subsidy to MTA Bus	-	-	-	-	-	-	-	-	-	-	-	-	141.4	141.4	-	-	-	-	141.4	141.4	0.0
Total Dedicated Taxes & State and Local Subsidies	\$233.3	\$230.3	(\$3.1)	\$112.2	\$126.1	\$13.9	\$0.0	\$0.0	\$0.0	\$0.7	\$0.6	(\$0.1)	\$141.4	\$141.4	\$0.0	\$19.3	\$20.3	\$1.0	\$506.9	\$518.6	\$11.7
Inter-Agency Subsidy Transactions																					
MTA Subsidy to Subsidiaries	-	-	-	-	-	-	6.0	6.0	-	3.1	2.6	(0.5)	-	-	-	-	-	-	9.1	8.6	(0.5)
B&T Operating Surplus Transfer	0.8	6.9	6.0	10.3	16.4	6.1	-	-	-	-	-	-	-	-	-	-	-	-	11.2	23.3	12.1
	\$0.8	\$6.9	\$6.0	\$10.3	\$16.4	\$6.1	\$6.0	\$6.0	\$0.0	\$3.1	\$2.6	(\$0.5)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$20.3	\$31.9	\$11.6
Total Subsidy	\$234.1	\$237.1	\$3.0	\$122.6	\$142.5	\$20.0	\$6.0	\$6.0	\$0.0	\$3.8	\$3.2	(\$0.6)	\$141.4	\$141.4	\$0.0	\$19.3	\$20.3	\$1.0	\$527.2	\$550.5	\$23.3

¹ 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)

July 2009 - Year-to-Date

Cash Subsidies:	NYC Transit			Commuter Railroads			LIB			SIR			MTA Bus			MTAHQ			TOTAL		
	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance
Dedicated Taxes																					
MMTOA ¹	\$198.2	\$198.2	(0.0)	\$103.0	\$103.0	(0.0)	\$11.8	\$11.8	0.0	\$0.7	\$0.7	0.0	\$0.0	\$0.0	0.0	\$0.0	\$0.0	0.0	\$313.7	\$313.7	(0.0)
Petroleum Business Tax	314.3	314.3	(0.0)	55.5	55.5	0.0	-	-	-	-	-	-	-	-	-	-	-	-	369.8	369.8	(0.0)
MRT 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	82.6	82.7	0.1	82.6	82.7	0.1
MRT 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48.3	49.2	0.8	48.3	49.2	0.8
Other MRT Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(2.5)	(2.5)	-	(2.5)	(2.5)	0.0
Urban Tax	88.8	85.6	(3.2)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	88.8	85.6	(3.2)
Investment Income	-	-	-	0.6	0.6	-	-	-	-	-	-	-	-	-	-	-	-	-	0.6	0.6	0.0
	\$601.3	\$598.2	(\$3.2)	\$159.1	\$159.1	\$0.0	\$11.8	\$11.8	\$0.0	\$0.7	\$0.7	\$0.0	\$0.0	\$0.0	\$0.0	\$128.4	\$129.4	\$1.0	\$901.3	\$899.1	(\$2.2)
New State Taxes and Fees																					
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
	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
State and Local Subsidies																					
NYS Operating Assistance	39.5	39.5	(0.0)	7.3	7.3	-	0.6	0.6	-	0.1	0.1	-	-	-	-	-	-	-	47.6	47.6	(0.0)
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	5.3	(2.6)	-	-	-	-	-	-	-	-	-	7.9	5.3	(2.6)
CDOT Subsidies	-	-	-	51.8	51.8	-	-	-	-	-	-	-	-	-	-	-	-	-	51.8	51.8	0.0
Station Maintenance	-	-	-	71.6	81.1	9.5	-	-	-	-	-	-	-	-	-	-	-	-	71.6	81.1	9.5
AMTAP	-	-	-	-	-	-	1.4	1.4	-	-	-	-	-	-	-	-	-	-	1.4	1.4	0.0
2006 Surplus Recovery	-	-	-	25.0	25.0	-	-	-	-	-	-	-	-	-	-	-	-	-	25.0	25.0	0.0
	\$162.7	\$162.8	\$0.1	\$170.4	\$179.8	\$9.5	\$9.9	\$7.3	(\$2.6)	\$0.7	\$0.6	(\$0.1)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$343.6	\$350.5	\$6.8
Total Dedicated Taxes & State and Local Subsidies	\$764.0	\$761.0	(\$3.1)	\$329.5	\$338.9	\$9.5	\$21.7	\$19.1	(\$2.6)	\$1.4	\$1.2	(\$0.1)	\$0.0	\$0.0	\$0.0	\$128.4	\$129.4	\$1.0	\$1,245.0	\$1,249.6	\$4.6
City Subsidy to MTA Bus	-	-	-	-	-	-	-	-	-	-	-	-	263.8	263.9	0.0	-	-	-	263.8	263.9	0.0
Total Dedicated Taxes & State and Local Subsidies	\$764.0	\$761.0	(\$3.1)	\$329.5	\$338.9	\$9.5	\$21.7	\$19.1	(\$2.6)	\$1.4	\$1.2	(\$0.1)	\$263.8	\$263.9	\$0.0	\$128.4	\$129.4	\$1.0	\$1,508.8	\$1,513.4	\$4.6
Inter-Agency Subsidy Transactions																					
MTA Subsidy to Subsidiaries	-	-	-	-	-	-	25.5	25.5	-	18.1	17.2	(0.9)	-	-	-	-	-	-	43.6	42.7	(0.9)
B&T Operating Surplus Transfer	35.1	41.1	6.0	110.4	116.5	6.1	-	-	-	-	-	-	-	-	-	-	-	-	145.4	157.6	12.1
	\$35.1	\$41.1	\$6.0	\$110.4	\$116.5	\$6.1	\$25.5	\$25.5	\$0.0	\$18.1	\$17.2	(\$0.9)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$189.0	\$200.3	\$11.2
Total Subsidy	\$799.1	\$802.1	\$3.0	\$439.8	\$455.4	\$15.6	\$47.2	\$44.6	(\$2.6)	\$19.5	\$18.4	(\$1.0)	\$263.8	\$263.9	\$0.0	\$128.4	\$129.4	\$1.0	\$1,697.8	\$1,713.7	\$15.9

¹ Metropolitan Mass Transportation Operating Assistance Fund
Note: Differences are due to rounding.

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

July 2009

Cash Subsidies:	TOTAL Variance	Variance %	Explanations
MRT 2 (Gross)	0.8	11.1%	MRT-2 transactions were slightly below the budget for the month.
Urban Tax	(3.2)	(33.0%)	Real estate transactions in New York City were slightly below the budget for the month.
Suffolk County	1.9	100.0%	Variance due to timing difference in receipt of payment from the Counties.
Westchester County	1.8	100.0%	Same as explanation above.
Putnam County	0.1	100.0%	Same as explanation above.
Dutchess County	0.1	100.0%	Same as explanation above.
Station Maintenance	9.5	13.3%	The variance is due primarily to timing.
MTA Subsidy to Subsidiaries	(0.5)	(5.5%)	The variance is due mostly to timing. Drawdowns are related to timing of cash obligations for SIR and LIB.
B&T Operating Surplus Transfer	12.1	>100%	Favorable variance attributable to higher distributable income.

July 2009 Year-to-date

Cash Subsidies:	TOTAL Variance	Variance %	Explanations
Urban Tax	(3.2)	(3.6%)	Year-to-date variance is slightly below the budget.
Nassau County Subsidy to LIB	(2.6)	(33.3%)	YTD variance is due to timing difference in receipt of payment. The payment will be made in August.
Station Maintenance	9.5	13.3%	Same as explanation for the month.
B&T Operating Surplus Transfer	12.1	8.3%	Same as explanation for the month.

Note: Differences are due to rounding.

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

Function/Agency	Mid-Year Forecast	Actual	Favorable/ (Unfavorable)
Administration	4,933	4,933	(0)
NYC Transit	2,353	2,396	(43)
Long Island Rail Road	744	715	29
Metro-North Railroad	717	718	(1)
Bridges & Tunnels	140	140	-
Headquarters	686	686	-
Long Island Bus	80	76	4
Staten Island Railway	26	27	(1)
Capital Construction Company	35	35	-
Bus Company	152	140	12
Operations	31,129	30,756	373
NYC Transit	23,128	22,854	274
Long Island Rail Road	2,104	2,052	52
Metro-North Railroad	1,839	1,785	54
Bridges & Tunnels	794	789	5
Headquarters	-	-	-
Long Island Bus	794	782	12
Staten Island Railway	92	91	1
Capital Construction Company	-	-	-
Bus Company	2,378	2,403	(25)
Maintenance	30,380	30,021	359
NYC Transit	21,367	21,194	173
Long Island Rail Road	3,958	3,939	19
Metro-North Railroad	3,300	3,288	12
Bridges & Tunnels	397	383	14
Headquarters	-	-	-
Long Island Bus	258	251	7
Staten Island Railway	147	146	1
Capital Construction Company	-	-	-
Bus Company	953	820	133
Engineering/Capital	1,969	1,908	61
NYC Transit	1,438	1,408	30
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	96	96	-
Bus Company	14	7	7
Public Safety	1,582	1,570	12
NYC Transit	497	491	6
Long Island Rail Road	-	-	-
Metro-North Railroad	-	-	-
Bridges & Tunnels	304	298	6
Headquarters	766	766	-
Long Island Bus	2	2	-
Staten Island Railway	-	-	-
Capital Construction Company	-	-	-
Bus Company	13	13	-
Total Postions	69,993	69,188	805

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

Function/Departments	Mid-Year Forecast	Actual	Favorable/ (Unfavorable)
Total Positions	69,993	69,188	805
NYC Transit	48,783	48,343	440
Long Island Rail Road	6,924	6,817	107
Metro-North Railroad	5,958	5,890	68
Bridges & Tunnels	1,821	1,783	38
Headquarters	1,452	1,452	-
Long Island Bus	1,149	1,125	24
Staten Island Railway	265	264	1
Capital Construction Company	131	131	-
Bus Company	3,510	3,383	127
Non-reimbursable	62,647	61,226	1,421
NYC Transit	43,213	42,125	1,088
Long Island Rail Road	6,032	5,918	114
Metro-North Railroad	5,325	5,282	43
Bridges & Tunnels	1,776	1,738	38
Headquarters	1,409	1,408	1
Long Island Bus	1,134	1,111	23
Staten Island Railway	262	261	1
Capital Construction Company	-	-	-
Bus Company	3,496	3,383	113
Reimbursable	7,346	7,962	(616)
NYC Transit	5,570	6,218	(648)
Long Island Rail Road	892	899	(7)
Metro-North Railroad	633	608	25
Bridges & Tunnels	45	45	-
Headquarters	43	44	(1)
Long Island Bus	15	14	1
Staten Island Railway	3	3	-
Capital Construction Company	131	131	-
Bus Company	14	-	14
Total Full Time	69,689	68,818	871
NYC Transit	48,587	48,079	508
Long Island Rail Road	6,924	6,817	107
Metro-North Railroad	5,955	5,887	68
Bridges & Tunnels	1,821	1,783	38
Headquarters	1,452	1,452	-
Long Island Bus	1,044	1,023	21
Staten Island Railway	265	264	1
Capital Construction Company	131	130	1
Bus Company	3,510	3,383	127
Total Full-Time Equivalents	304	370	(66)
NYC Transit	196	264	(68)
Long Island Rail Road	-	-	-
Metro-North Railroad	3	3	-
Bridges & Tunnels	-	-	-
Headquarters	-	-	-
Long Island Bus	105	102	3
Staten Island Railway	-	-	-
Capital Construction Company	-	1	(1)
Bus Company	-	-	-

Note: Totals may differ due to rounding

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

FUNCTION/OCCUPATIONAL GROUP	Mid-Year Forecast	Actual	Variance Favorable/ (Unfavorable)
Administration	4,933	4,933	(0)
Managers/Supervisors	1,807	1,766	41
Professional, Technical, Clerical	3,053	3,101	(48)
Operational Hourlies	73	66	7
Operations	31,129	30,756	373
Managers/Supervisors	3,203	3,119	84
Professional, Technical, Clerical	1,009	1,040	(31)
Operational Hourlies	26,917	26,597	320
Maintenance	30,380	30,021	359
Managers/Supervisors	4,869	4,823	46
Professional, Technical, Clerical	2,510	2,521	(11)
Operational Hourlies	23,001	22,677	324
Engineering/Capital	1,969	1,908	61
Managers/Supervisors	505	471	34
Professional, Technical, Clerical	1,462	1,435	27
Operational Hourlies	2	2	-
Public Safety	1,582	1,570	12
Managers/Supervisors	145	143	2
Professional, Technical, Clerical	135	125	10
Operational Hourlies	1,302	1,302	-
Total Positions	69,993	69,188	805
Managers/Supervisors	10,529	10,322	207
Professional, Technical, Clerical	8,169	8,222	(53)
Operational Hourlies	51,295	50,644	651



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 July, 2009

Excludes MTA Bus Company

Prepared by:
MTA Budget Division

Metropolitan Transportation Authority

July

Revenue Passengers	2007	2008	Percent Change	2009	Percent Change
MTA New York City Transit	186,208,527	199,695,260	7.24%	191,139,432	-4.28%
MTA New York City Subway	127,180,778	137,847,352	8.39%	132,583,365	-3.82%
MTA New York City Bus	59,027,749	61,847,908	4.78%	58,556,067	-5.32%
MTA Staten Island Railway	304,700	343,083	12.60%	322,339	-6.05%
MTA Long Island Rail Road	7,478,723	7,929,227	6.02%	7,286,295	-8.11%
MTA Metro-North Railroad	6,844,398	7,489,563	9.43%	7,001,245	-6.52%
<i>East of Hudson</i>	6,682,834	7,298,152	9.21%	6,830,791	-6.40%
Harlem Line	2,226,561	2,405,203	8.02%	2,248,584	-6.51%
Hudson Line	1,320,731	1,461,217	10.64%	1,379,094	-5.62%
New Haven Line	3,135,542	3,431,732	9.45%	3,203,113	-6.66%
<i>West of Hudson</i>	161,564	191,411	18.47%	170,454	-10.95%
Port Jervis line	125,911	140,930	11.93%	123,591	-12.30%
Pascack Valley Line	35,653	50,481	41.59%	46,863	-7.17%
MTA Long Island Bus	2,719,896	2,876,253	5.75%	2,696,397	-6.25%
(Total Passengers)					
MTA Bridges & Tunnels	26,570,787	25,885,801	-2.58%	25,802,169	-0.32%
Total All Agencies <small>Excludes MTA Bus Company</small>	203,556,244	218,333,386	7.26%	208,445,708	-4.53%
<small>(Excludes Bridges and Tunnels)</small>					
Weekdays:	21	22		22	
Holidays:	1	1		1	
Weekend Days	9	8		8	
Days:	31	31		31	

Metropolitan Transportation Authority

July

Revenue Passengers Year to Date	2007	2008	Percent Change	2009	Percent Change
MTA New York City Transit	1,326,881,044	1,381,376,064	4.11%	1,344,444,669	-2.67%
MTA New York City Subway	898,040,894	944,927,491	5.22%	917,721,263	-2.88%
MTA New York City Bus	428,840,150	436,448,573	1.77%	426,723,406	-2.23%
MTA Staten Island Railway	2,286,134	2,558,875	11.93%	2,396,057	-6.36%
MTA Long Island Rail Road	49,156,857	50,969,628	3.69%	48,331,797	-5.18%
MTA Metro-North Railroad	45,728,240	48,356,564	5.75%	46,316,357	-4.22%
<i>East of Hudson</i>	44,644,486	47,135,581	5.58%	45,183,930	-4.14%
Harlem Line	15,113,869	15,862,493	4.95%	15,263,148	-3.78%
Hudson Line	8,817,860	9,361,861	6.17%	9,000,906	-3.86%
New Haven Line	20,712,757	21,911,227	5.79%	20,919,876	-4.52%
<i>West of Hudson</i>	1,083,754	1,220,983	12.66%	1,132,427	-7.25%
Port Jervis line	834,842	902,057	8.05%	817,012	-9.43%
Pascack Valley Line	248,912	318,926	28.13%	315,415	-1.10%
MTA Long Island Bus	18,291,721	18,886,024	3.25%	17,660,761	-6.49%
(Total Passengers)					
MTA Bridges & Tunnels	176,284,427	172,665,956	-2.05%	168,748,739	-2.27%
Total All Agencies <small>Excludes MTA Bus Company</small>	1,442,343,996	1,502,147,155	4.15%	1,459,149,641	-2.86%
<small>(Excludes Bridges and Tunnels)</small>					
Weekdays:	147	148		147	
Holidays:	5	5		5	
Weekend Days	60	60		60	
Days:	212	213		212	

Metropolitan Transportation Authority

July

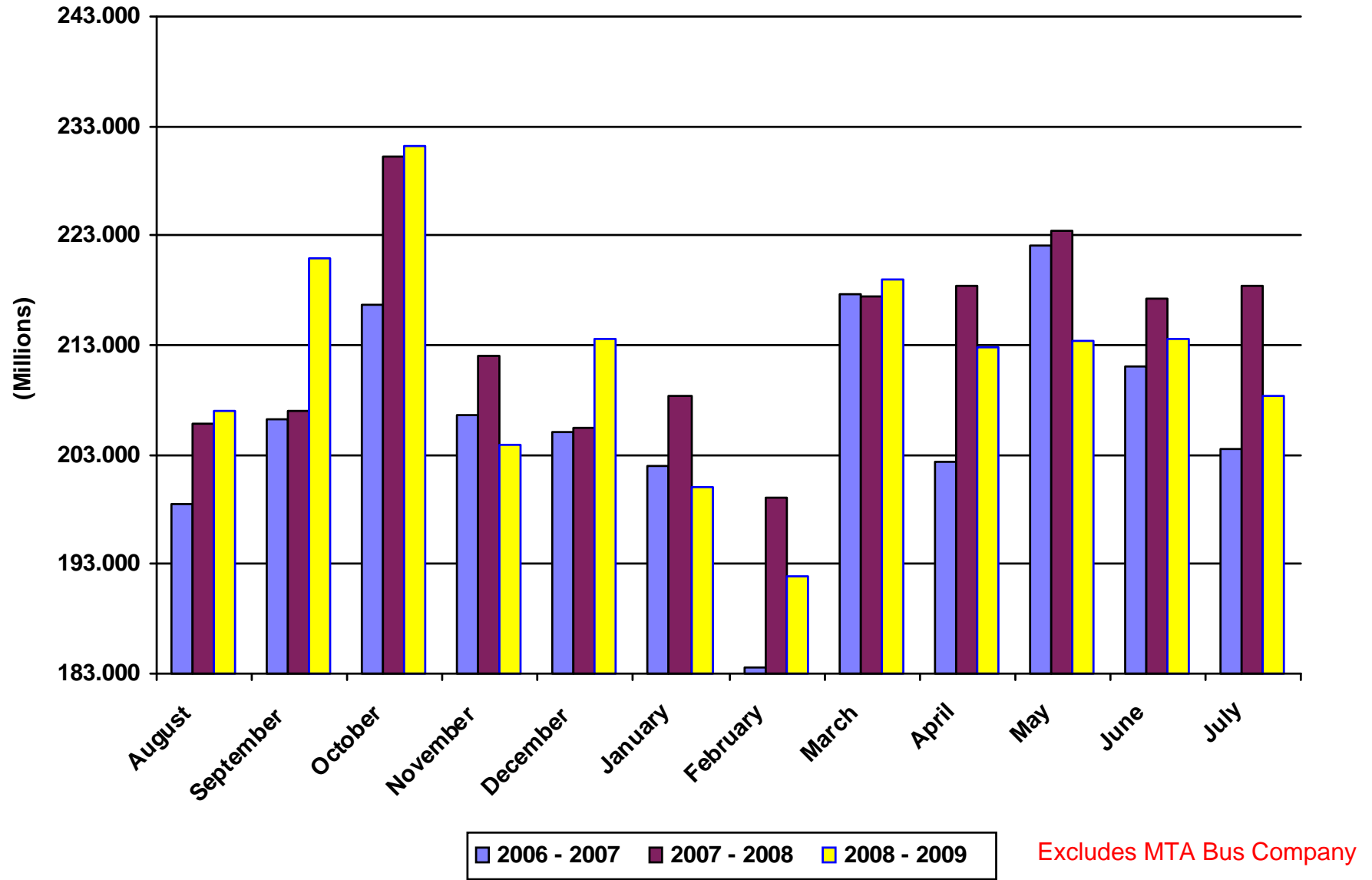
12 Month Averages	2007	2008	Percent Change	2009	Percent Change
MTA New York City Transit	189,694,539	196,254,135	3.46%	194,493,948	-0.90%
MTA New York City Subway	128,047,620	134,116,805	4.74%	133,056,262	-0.79%
MTA New York City Bus	61,646,919	62,137,329	0.80%	61,437,687	-1.13%
MTA Staten Island Railway	328,242	366,839	11.76%	351,420	-4.20%
MTA Long Island Rail Road	7,038,033	7,324,565	4.07%	7,060,054	-3.61%
MTA Metro-North Railroad	6,561,671	6,896,849	5.11%	6,792,918	-1.51%
<i>East of Hudson</i>	6,407,305	6,726,850	4.99%	6,626,236	-1.50%
Harlem Line	2,169,783	2,263,957	4.34%	2,232,595	-1.39%
Hudson Line	1,261,729	1,332,992	5.65%	1,318,268	-1.10%
New Haven Line	2,975,793	3,129,901	5.18%	3,075,373	-1.74%
<i>West of Hudson</i>	154,366	170,000	10.13%	166,683	-1.95%
Port Jervis line	118,901	127,245	7.02%	120,863	-5.02%
Pascack Valley Line	35,465	42,754	20.55%	45,819	7.17%
MTA Long Island Bus	2,673,213	2,723,526	1.88%	2,618,654	-3.85%
MTA Bridges & Tunnels	25,407,216	25,056,329	-1.38%	24,293,920	-3.04%
Total All Agencies <small>Excludes MTA Bus Company</small>	206,295,698	213,565,914	3.52%	211,316,994	-1.05%
<small>(Excludes Bridges and Tunnels)</small>					
Weekdays:	21	22		22	
Holidays:	1	1		1	
Weekend Days	9	8		8	
Days:	31	31		31	

Metropolitan Transportation Authority

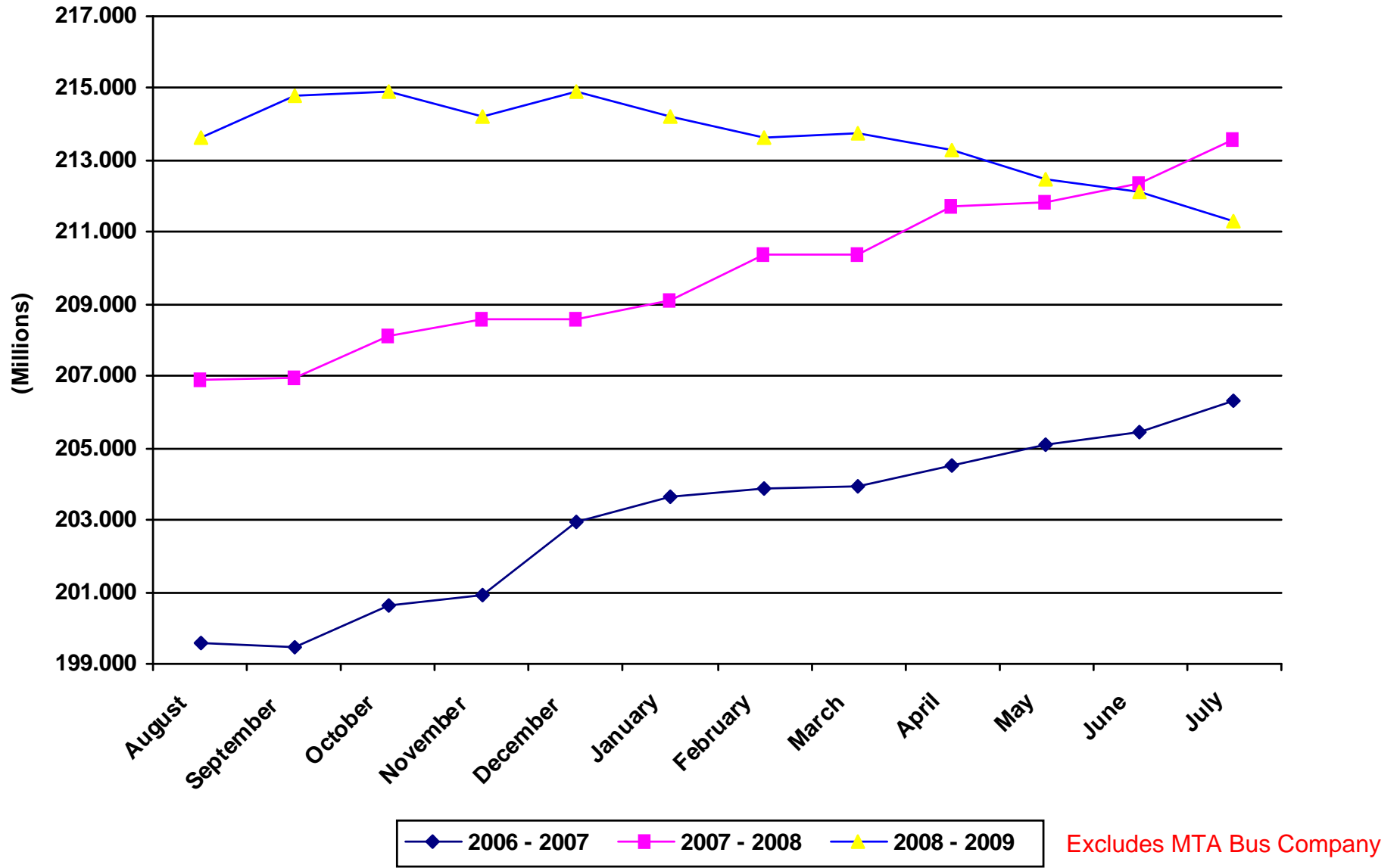
July

Average Weekday Passengers	2007	2008	Percent Change	2009	Percent Change
MTA New York City Transit	7,085,421	7,464,542	5.35%	7,059,482	-5.43%
MTA New York City Subway	4,876,946	5,181,773	6.25%	4,922,818	-5.00%
MTA New York City Bus	2,208,475	2,282,769	3.36%	2,136,664	-6.40%
MTA Staten Island Railway	12,950	13,985	7.99%	12,962	-7.31%
MTA Long Island Rail Road	312,582	314,644	0.66%	288,334	-8.36%
MTA Metro-North Railroad	280,528	297,919	6.20%	277,763	-6.77%
<i>East of Hudson</i>	272,827	289,199	6.00%	269,999	-6.64%
Harlem Line	91,576	95,916	4.74%	89,520	-6.67%
Hudson Line	54,036	57,913	7.17%	54,399	-6.07%
New Haven Line	127,215	135,370	6.41%	126,080	-6.86%
<i>West of Hudson</i>	7,701	8,720	13.23%	7,764	-10.96%
Port Jervis line	6,002	6,422	7.00%	5,631	-12.32%
Pascack Valley Line	1,699	2,298	35.26%	2,133	-7.18%
MTA Long Island Bus	107,919	111,537	3.35%	102,919	-7.73%
MTA Bridges & Tunnels	878,018	862,507	-1.77%	851,456	-1.28%
Total All Agencies <small>Excludes MTA Bus Company</small>	7,799,400	8,202,627	5.17%	7,741,460	-5.62%
<small>(Excludes Bridges and Tunnels)</small>					
Weekdays:	21	22		22	
Holidays:	1	1		1	
Weekend Days	9	8		8	
Days:	31	31		31	

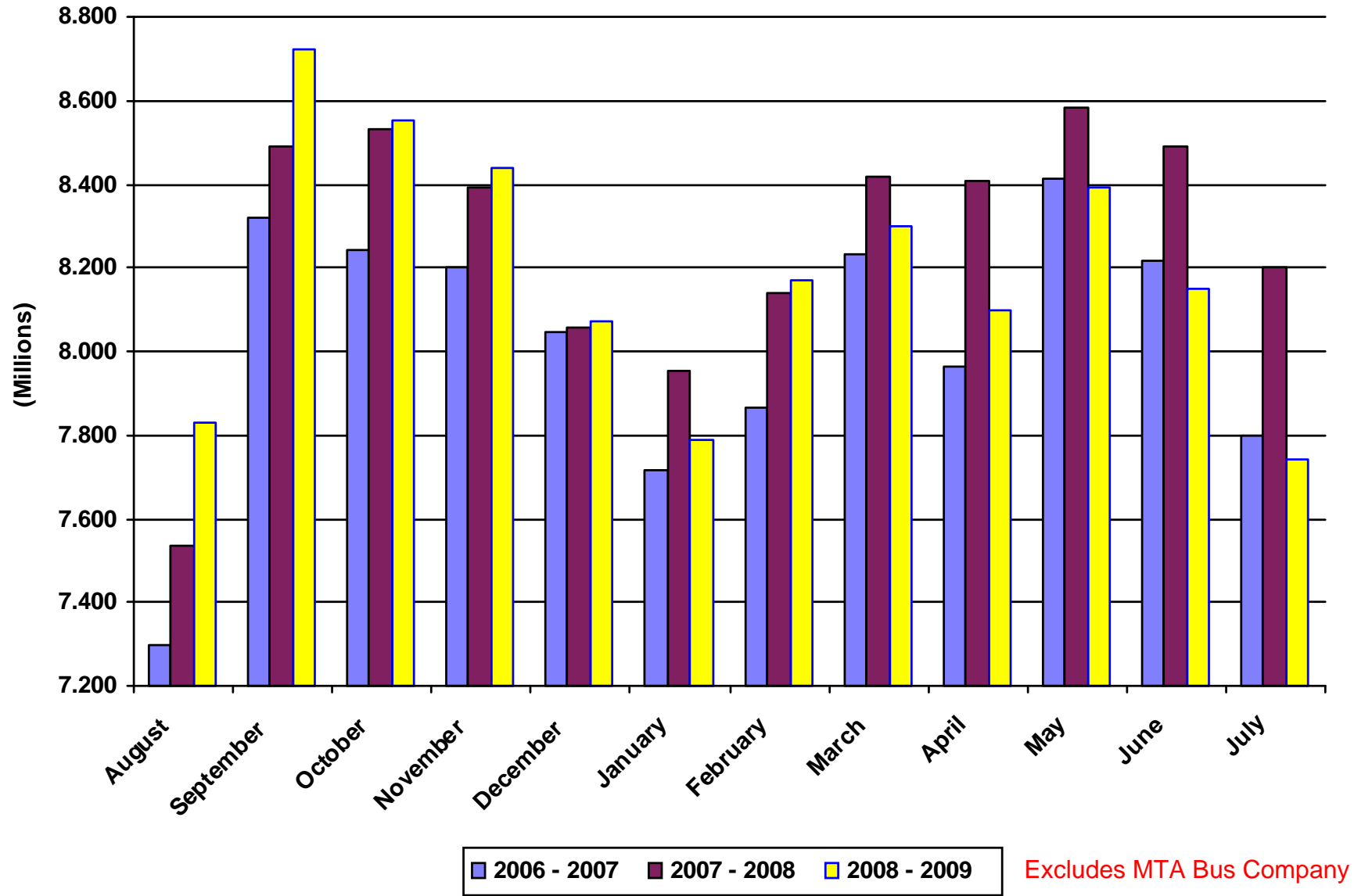
Metropolitan Transportation Authority Revenue Passengers



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
August	198,421,721	205,865,382	3.75%	206,923,978	0.51%
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%	213,424,438	-4.46%
June	211,004,264	217,224,484	2.95%	213,574,405	-1.68%
July	203,556,244	218,333,386	7.26%	208,445,708	-4.53%
12 Month Ave	206,295,698	213,565,914	3.52%	211,316,994	-1.05%
Year-to-Date	1,442,343,996	1,502,147,155	4.15%	1,459,149,641	-2.86%

12 Month Averages

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
August	199,566,176	206,916,003	3.68%	213,654,130	3.26%
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%	212,445,141	0.30%
June	205,473,104	212,334,485	3.34%	212,140,967	-0.09%
July	206,295,698	213,565,914	3.52%	211,316,994	-1.05%

Average Weekday Passengers

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
August	7,298,747	7,537,619	3.27%	7,829,042	3.87%
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%	8,097,636	-3.67%
May	8,411,871	8,585,240	2.06%	8,390,107	-2.27%
June	8,218,227	8,492,250	3.33%	8,149,793	-4.03%
July	7,799,400	8,202,627	5.17%	7,741,460	-5.62%

Excludes MTA Bus Company