

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2009 Mid-Year Forecast
Consolidated Accrual Statement of Operations by Category
June 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	\$361.4	\$360.3	(\$1.2)	(0.3)	\$0.0	\$0.0	\$0.0	-	\$361.4	\$360.3	(\$1.2)	(0.3)
Vehicle Toll Revenue	110.1	111.0	0.9	0.8	0.0	0.0	0.0	-	110.1	111.0	0.9	0.8
Other Operating Revenue	34.0	39.1	5.1	15.0	0.0	0.0	0.0	-	34.0	39.1	5.1	15.0
Capital & Other Reimbursements	0.0	0.0	0.0	-	116.0	109.4	(6.5)	(5.6)	116.0	109.4	(6.5)	(5.6)
Total Revenue	\$505.5	\$510.3	\$4.8	0.9	\$116.0	\$109.4	(\$6.5)	(5.6)	\$621.5	\$619.7	(\$1.7)	(0.3)
Expenses												
<i>Labor:</i>												
Payroll	\$345.0	\$345.3	(\$0.2)	(0.1)	\$44.8	\$40.2	\$4.6	10.3	\$389.8	\$385.4	\$4.4	1.1
Overtime	38.4	38.4	(0.0)	(0.0)	7.8	8.7	(0.9)	(11.9)	46.2	47.1	(0.9)	(2.0)
Health and Welfare	59.8	60.6	(0.8)	(1.3)	4.1	4.1	0.0	0.4	64.0	64.7	(0.7)	(1.2)
OPEB Current Payment	29.3	23.8	5.5	18.7	0.1	0.1	0.0	16.9	29.4	23.9	5.5	18.7
Pensions	40.0	37.7	2.3	5.7	2.7	2.8	(0.1)	(4.3)	42.7	40.6	2.2	5.0
Other Fringe Benefits	40.2	39.6	0.6	1.5	11.0	9.6	1.4	12.7	51.2	49.3	2.0	3.9
Reimbursable Overhead	(27.4)	(24.9)	(2.5)	(9.1)	27.2	24.3	2.9	10.6	(0.2)	(0.5)	0.4	*
Total Labor Expenses	\$525.3	\$520.5	\$4.8	0.9	\$97.8	\$90.0	\$7.9	8.1	\$623.1	\$610.4	\$12.7	2.0
<i>Non-Labor:</i>												
Traction and Propulsion Power	\$28.7	\$22.5	\$6.2	21.5	\$0.0	\$0.0	(\$0.0)	-	\$28.7	\$22.6	\$6.2	21.5
Fuel for Buses and Trains	18.1	17.4	0.7	3.7	0.0	0.0	(0.0)	-	18.1	17.4	0.7	3.7
Insurance	5.8	4.2	1.6	28.3	0.7	0.7	0.1	8.1	6.6	4.8	1.7	26.1
Claims	13.2	14.1	(0.9)	(7.0)	0.0	0.7	(0.7)	-	13.2	14.8	(1.6)	(12.2)
Paratransit Service Contracts	32.8	32.0	0.8	2.5	0.0	0.0	0.0	-	32.8	32.0	0.8	2.5
Maintenance and Other Operating Contracts	59.1	44.5	14.6	24.7	4.8	5.5	(0.7)	(14.9)	63.9	50.0	13.9	21.8
Professional Service Contracts	18.7	31.4	(12.6)	(67.6)	3.5	4.7	(1.2)	(33.2)	22.2	36.1	(13.8)	(62.1)
Materials & Supplies	50.6	45.7	4.8	9.6	8.7	7.6	1.1	12.7	59.2	53.3	5.9	10.0
Other Business Expenses	5.6	8.7	(3.1)	(54.3)	0.4	0.3	0.1	23.3	6.1	9.0	(3.0)	(49.1)
Total Non-Labor Expenses	\$232.7	\$220.5	\$12.2	5.2	\$18.1	\$19.5	(\$1.3)	(7.4)	\$250.8	\$240.0	\$10.8	4.3
<i>Other Expense Adjustments:</i>												
Other	\$7.6	\$8.0	(\$0.5)	(6.0)	\$0.0	\$0.0	\$0.0	-	\$7.6	\$8.0	(\$0.5)	(6.0)
General Reserve	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-
Total Other Expense Adjustments	\$7.6	\$8.0	(\$0.5)	(6.0)	\$0.0	\$0.0	\$0.0	-	\$7.6	\$8.0	(\$0.5)	(6.0)
Total Expenses before Non-Cash Liability Adjs.	\$765.6	\$749.0	\$16.6	2.2	\$116.0	\$109.4	\$6.5	5.6	\$881.6	\$858.4	\$23.1	2.6
Depreciation	\$163.3	\$161.0	\$2.3	1.4	\$0.0	\$0.0	\$0.0	-	\$163.3	\$161.0	\$2.3	1.4
OPEB Obligation	302.5	316.9	(14.4)	(4.8)	0.0	0.0	0.0	-	302.5	316.9	(14.4)	(4.8)
Environmental Remediation	2.6	3.3	(0.8)	(29.9)	0.0	0.0	0.0	-	2.6	3.3	(0.8)	(29.9)
Total Expenses	\$1,233.8	\$1,230.2	\$3.7	0.3	\$116.0	\$109.4	\$6.5	5.6	\$1,349.8	\$1,339.6	\$10.2	0.8
Net Surplus/(Deficit) excluding Subsidies and Debt Service	(\$728.3)	(\$719.9)	\$8.5	1.2	\$0.0	(\$0.0)	(\$0.0)	*	(\$728.3)	(\$719.9)	\$8.5	1.2
Subsidies	\$160.5	\$158.3	(\$2.2)	(1.4)	\$0.0	\$0.0	\$0.0	-	\$160.5	\$158.3	(\$2.2)	(1.4)
Debt Service	123.6	123.6	0.0	0.0	0.0	0.0	0.0	-	123.6	123.6	0.0	0.0

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

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June Year-To-Date
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	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	\$2,050.7	\$2,048.1	(\$2.6)	(0.1)	\$0.0	\$0.0	\$0.0	-	\$2,050.7	\$2,048.1	(\$2.6)	(0.1)
Vehicle Toll Revenue	617.6	618.4	0.9	0.1	0.0	0.0	0.0	-	617.6	618.4	0.9	0.1
Other Operating Revenue	235.0	248.0	13.0	5.5	0.0	0.0	0.0	-	235.0	248.0	13.0	5.5
Capital & Other Reimbursements	0.0	0.0	0.0	-	667.1	661.4	(5.8)	(0.9)	667.1	661.4	(5.8)	(0.9)
Total Revenue	\$2,903.2	\$2,914.5	\$11.3	0.4	\$667.1	\$661.4	(\$5.8)	(0.9)	\$3,570.4	\$3,575.9	\$5.5	0.2
Expenses												
<i>Labor:</i>												
Payroll	\$2,060.1	\$2,058.7	\$1.4	0.1	\$262.4	\$257.0	\$5.4	2.0	\$2,322.5	\$2,315.8	\$6.8	0.3
Overtime	243.6	243.2	0.4	0.2	51.4	54.3	(3.0)	(5.8)	294.9	297.5	(2.6)	(0.9)
Health and Welfare	351.7	351.9	(0.1)	(0.0)	22.8	22.8	(0.1)	(0.3)	374.5	374.7	(0.2)	(0.1)
OPEB Current Payment	173.5	167.6	5.9	3.4	0.7	0.7	0.0	3.0	174.2	168.3	5.9	3.4
Pensions	251.4	248.3	3.1	1.2	16.9	17.2	(0.3)	(1.8)	268.4	265.6	2.8	1.0
Other Fringe Benefits	233.7	233.3	0.4	0.2	66.6	65.3	1.3	1.9	300.3	298.6	1.7	0.6
Reimbursable Overhead	(157.6)	(154.2)	(3.4)	(2.1)	155.9	152.7	3.3	2.1	(1.6)	(1.5)	(0.1)	(7.7)
Total Labor Expenses	\$3,156.5	\$3,148.9	\$7.6	0.2	\$576.7	\$570.1	\$6.6	1.1	\$3,733.2	\$3,719.0	\$14.2	0.4
<i>Non-Labor:</i>												
Traction and Propulsion Power	\$173.6	\$167.7	\$5.9	3.4	\$0.1	\$0.1	(\$0.0)	(43.1)	\$173.7	\$167.8	\$5.9	3.4
Fuel for Buses and Trains	88.3	87.4	0.9	1.1	0.0	0.0	(0.0)	(41.5)	88.3	87.4	0.9	1.0
Insurance	20.3	8.1	12.1	59.9	2.7	2.4	0.3	10.6	23.0	10.6	12.4	54.1
Claims	80.5	86.9	(6.4)	(8.0)	0.5	1.2	(0.7)	*	81.0	88.1	(7.1)	(8.8)
Paratransit Service Contracts	179.1	178.3	0.8	0.5	0.0	0.0	(0.0)	-	179.1	178.3	0.8	0.4
Maintenance and Other Operating Contracts	293.3	275.1	18.2	6.2	26.7	27.5	(0.8)	(3.0)	320.0	302.6	17.4	5.4
Professional Service Contracts	85.7	97.2	(11.5)	(13.4)	19.9	20.8	(0.9)	(4.6)	105.6	118.0	(12.4)	(11.7)
Materials & Supplies	285.8	278.7	7.1	2.5	40.2	38.9	1.2	3.0	325.9	317.6	8.3	2.6
Other Business Expenses	95.3	98.5	(3.2)	(3.3)	0.3	0.2	0.1	47.4	95.7	98.7	(3.0)	(3.2)
Total Non-Labor Expenses	\$1,301.9	\$1,277.9	\$24.1	1.8	\$90.4	\$91.3	(\$0.8)	(0.9)	\$1,392.4	\$1,369.1	\$23.2	1.7
<i>Other Expense Adjustments</i>												
Other	(\$23.0)	(\$26.0)	\$3.0	13.0	\$0.0	\$0.0	\$0.0	-	(\$23.0)	(\$26.0)	\$3.0	13.0
General Reserve	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-
Total Other Expense Adjustments	(\$23.0)	(\$26.0)	\$3.0	13.0	\$0.0	\$0.0	\$0.0	-	(\$23.0)	(\$26.0)	\$3.0	13.0
Total Expenses before Non-Cash Liability Adjs.	\$4,435.4	\$4,400.8	\$34.7	0.8	\$667.1	\$661.4	\$5.8	0.9	\$5,102.6	\$5,062.1	\$40.4	0.8
Depreciation	\$958.0	\$954.9	\$3.1	0.3	\$0.0	\$0.0	\$0.0	-	\$958.0	\$954.9	\$3.1	0.3
OPEB Obligation	687.2	701.3	(14.1)	(2.1)	0.0	0.0	0.0	-	687.2	701.3	(14.1)	(2.1)
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	\$6,086.2	\$6,063.4	\$22.8	0.4	\$667.1	\$661.4	\$5.8	0.9	\$6,753.4	\$6,724.8	\$28.6	0.4
Net Surplus/(Deficit) excluding Subsidies and Debt Service	(\$3,183.0)	(\$3,148.9)	\$34.1	1.1	(\$0.0)	\$0.0	\$0.0	*	(\$3,183.0)	(\$3,148.9)	\$34.1	1.1
Subsidies	\$2,437.8	\$2,435.6	(\$2.2)	(0.1)	\$0.0	\$0.0	\$0.0	-	\$2,437.8	\$2,435.6	(\$2.2)	(0.1)
Debt Service	710.5	710.5	0.0	0.0	0.0	0.0	0.0	-	710.5	710.5	0.0	0.0

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

Generic Revenue or Expense Category	Nonreimb or Reimb	June		Reason for Variance	Favorable (Unfavorable)		Reason for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
Farebox Revenue	NR	(1.2)	(0.3)	MNR, the LIRR and MTA Bus were unfavorable by (\$2.1M), (\$0.4M) and (\$0.3M), respectively, due to lower-than-forecasted ridership. Partially offsetting these was a favorable variance of \$1.7M at NYCT.	(2.6)	(0.1)	MNR, the LIRR and MTA Bus were unfavorable by (\$2.9M), (\$1.0M) and (\$0.3M), respectively, due to lower-than-forecasted ridership. Partially offsetting these was a favorable variance of \$1.7M at NYCT.
Vehicle Toll Revenue	NR	0.9	0.8	B&T was better-than-forecast primarily due to a slightly higher average toll.	0.9	0.1	B&T was better-than-forecast primarily due to a slightly higher average toll.
Other Operating Revenue	NR	5.1	15.0	FMTAC was \$2.7M favorable due to favorable developments in realized and unrealized income from the invested asset portfolio. MNR was \$1.5M favorable primarily due to higher-than-projected net GCT retail and advertising revenue for the period. The LIRR was \$0.4M favorable due to the timing of station advertising revenues. NYCT, B&T and MTA Bus were favorable by \$0.2M each.	13.0	5.5	FMTAC was \$9.6M favorable due to favorable developments in realized and unrealized income from the invested asset portfolio. MNR was \$1.9M favorable primarily due to higher-than-projected net GCT retail, advertising and commissary revenue. The LIRR was \$1.0M favorable primarily due to the timing of station advertising revenues. NYCT, B&T and MTA Bus were favorable by \$0.2M each.
Payroll	NR	(0.2)	(0.1)	NYCT was (\$5.4M) unfavorable due to reimbursable payroll underruns and an accrual adjustment. The LIRR was \$1.1M favorable due to the shifting of the maintenance workforce to project activity, lower rates, and retiree payments. MTA Bus was \$2.8M favorable due to vacancies. Favorable variances also occurred at MNR \$0.6M, LIB \$0.3M, and B&T \$0.2M.	1.4	0.1	Vacancies were responsible for favorable variances of \$2.8M at MTA Bus and \$1.8M at MNR. The LIRR was \$1.5M favorable due to the shifting of the maintenance workforce to project activity, lower rates and retiree payments. NYCT was (\$5.4M) unfavorable due to reimbursable payroll underruns and an accrual adjustment.
Overtime	NR	(0.0)	(0.0)	NYCT was \$2.3M favorable due to reduced departmental requirements and accrual adjustments. The LIRR was \$0.8M favorable due to lower relief, maintenance, and weather-related overtime. MTA Bus was (\$2.1M) unfavorable due to vacancy coverage. MTA HQ was (\$0.6M) unfavorable due to the timing of reimbursements for Directed Patrol.	0.4	0.2	NYCT was \$2.3M favorable due to reduced departmental requirements and accrual adjustments. The LIRR was \$0.8M favorable due to lower relief, maintenance, and weather-related overtime. MTA Bus was (\$2.1M) unfavorable due to vacancy coverage. MTA HQ was (\$0.6M) unfavorable due to the timing of reimbursements for Directed Patrol.
Health and Welfare	NR	(0.8)	(1.3)	NYCT was (\$2.9M) unfavorable due to a prior period adjustment. MTA Bus was \$1.8M favorable due to the timing of expenses.	(0.1)	(0.0)	NYCT was (\$2.9M) unfavorable largely due to a prior period premium adjustment, partially offset by the timing of an accrual at MTABus \$1.8M. MNR was \$0.6M favorable.
OPEB - Current Payment	NR	5.5	18.7	NYCT was \$5.3M favorable due to the timing of expenses.	5.9	3.4	NYCT was \$5.3M favorable due to timing. The LIRR was \$0.8M favorable due primarily to lower rates. MNR was (\$0.4M) unfavorable due to additional retirees.
Pensions	NR	2.3	5.7	NYCT was \$1.9M favorable due to the timing of expenses. MNR was \$0.3M favorable.	3.1	1.2	NYCT was \$1.9M favorable due to timing. MNR and the LIRR were favorable \$0.8M and \$0.4M, respectively.
Other Fringe Benefits	NR	0.6	1.5	Lower workers' compensation expenses were primarily responsible for favorable variances of \$0.4M at NYCT and \$0.2M at LIB	0.4	0.2	NYCT was \$0.4M favorable mainly due to lower-than-forecasted workers' compensation benefit charges. MNR was \$0.4M favorable. The LIRR was (\$0.3M) unfavorable due to higher rates.

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June 2009
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	June		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
Reimbursable Overhead	NR	(2.5)	(9.1)	NYCT was (\$1.6M) unfavorable due to the timing of capital project work. MTAHQ was unfavorable by (\$1.5M) due to a lower level of recoverable expenses. MNR was \$0.5M favorable.	(3.4)	(2.1)	MTAHQ was (\$1.5M) unfavorable primarily due to a lower level of recoverable expenses. NYCT was (\$1.6M) unfavorable mainly due to departmental reimbursable payroll underruns. MNR was(\$0.5M) unfavorable. The LIRR was \$0.3M favorable.
Traction and Propulsion Power	NR	6.2	21.5	NYCT was \$4.3M favorable due to an accrual adjustment. MNR was \$2.3M favorable due to lower-than-projected prices and usage. The LIRR was (\$0.4M) unfavorable due to prior period adjustments and higher consumption.	5.9	3.4	NYCT was \$4.3M favorable due to an accrual adjustment. MNR was \$2.4M favorable due to lower-than-projected prices and usage. The LIRR was (\$0.9M) unfavorable due to prior period adjustments and higher consumption.
Fuel for Buses and Trains	NR	0.7	3.7	Lower rates and consumption resulted in favorable variances of \$0.4M at NYCT and \$0.6M at LIB. MTA Bus was (\$0.4M) unfavorable primarily due to the timing of expenses.	0.9	1.1	Lower rates and consumption resulted in favorable variances of \$0.6M at LIB, \$0.4M at NYCT, \$0.2M at the LIRR, and \$0.2M at MNR. MTA Bus was(\$0.4M) unfavorable primarily due to the timing of expenses.
Insurance	NR	1.6	28.3	FMTAC was \$1.3M favorable due to the timing of policy renewals.	12.1	59.9	FMTAC was \$11.8M favorable due to the timing of policy renewals. MTAHQ was favorable by \$0.4M due to the timing of accruals. Both MTA Bus and B&T were favorable by \$0.2M.
Claims	NR	(0.9)	(7.0)	FMTAC was (\$1.4M) unfavorable due to an increase in required reserves. MTA Bus was (\$0.4M) unfavorable due to timing. NYCT was \$0.7M favorable due to an accrual adjustment. The LIRR was \$0.2M favorable due to the timing of non-employee payments.	(6.4)	(8.0)	FMTAC was (\$8.7M) unfavorable due to an increase in required reserves. MTA Bus was (\$0.4M) unfavorable. The LIRR was \$1.9M favorable due to a delay in an anticipated settlement. NYCT was \$0.7M favorable due to an accrual adjustment.
Paratransit Service Contracts	NR	0.8	2.5	NYCT was \$0.8M favorable.	0.8	0.5	NYCT was \$0.8M favorable.
Maintenance and Other Operating Contracts	NR	14.6	24.7	B&T was \$5.8M favorable due to lower expenses for the E-ZPass customer service center, bridge painting, and maintenance. NYCT was \$3.1M favorable mainly due to an accrual adjustment and delayed station painting expenses. The LIRR was \$2.6M favorable due to the timing of expenses and lower costs for Penn Station maintenance. MNR was \$2.5M favorable primarily due to the timing of expenses for the Genesis and F40 Locomotive Overhaul programs. MTA Bus was \$0.5M favorable, also due to timing.	18.2	6.2	B&T was \$5.8M favorable due to lower expenses for the E-ZPass customer service center, bridge painting, and maintenance. The LIRR was \$5.8M favorable due to the timing of expenses and lower costs for Penn Station maintenance. NYCT was \$3.1M favorable mainly due to an accrual adjustment and delayed station painting expenses. MNR was \$2.9M favorable primarily due to the timing of expenses for the Genesis and F40 Locomotive Overhaul programs. MTA Bus was \$0.5M favorable, also due to timing.
Professional Service Contracts	NR	(12.6)	(67.6)	NYCT was (\$14.1M) unfavorable mainly due to the timing of inter-agency charges for insurance and 2 Broadway. The LIRR was favorable by \$0.7M primarily due to the timing of payments for security and fire monitoring contracts, consultants, outside legal counsel and MTA chargebacks. B&T was \$0.5M favorable primarily due to lower-than-planned expenses for bond service fees, planning studies and legal services. MTA Bus was \$0.3M favorable due to the timing of expenses.	(11.5)	(13.4)	NYCT was (\$14.1M) unfavorable mainly due to the timing of inter-agency charges for insurance and 2 Broadway. MNR was (\$0.3M) unfavorable, due in part to higher costs for audit, outside legal services and MTA Police services. The LIRR was favorable by \$2.1M primarily due to the timing of payments for MTA chargebacks, market research studies, security and fire monitoring contracts and payments for consultants. B&T was \$0.5M favorable primarily due to lower-than-planned expenses for bond service fees, planning studies and legal services.

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		\$	%		\$	%	
Materials & Supplies	NR	4.8	9.6	The LIRR was \$2.4M favorable primarily due to lower material usage related to life cycle maintenance, delayed fleet modifications, pool reclaims greater than chargeouts and lower chargeouts for track material. B&T was \$1.8M favorable mainly due to lower expenses for E-ZPass tags. NYCT and MTA Bus were favorable \$0.7M and \$0.5M, respectively, primarily due to the timing of expenses. MNR was (\$0.7M) unfavorable primarily due to higher expenses for truck/suspension and HVAC materials.	7.1	2.5	The LIRR was \$3.7M favorable primarily due to lower usage of running repair materials, delayed life-cycle maintenance and fleet modifications, delayed purchases of bench test equipment, lower purchases of track materials and the timing of payments. B&T was \$1.8M favorable mainly due to lower expenses for E-ZPass tags. NYCT was \$0.7M favorable, in part due to the timing of expenses. MTA Bus was \$0.5M favorable due to the timing of expenses.
Other Business Expenses	NR	(3.1)	(54.3)	NYCT was (\$3.8M) unfavorable due to the timing of expenses. MTA Bus was \$0.4M favorable, also due to timing.	(3.2)	(3.3)	NYCT was (\$3.8M) unfavorable due to the timing of expenses. FMTAC was (\$0.4M) unfavorable due to higher general & administrative, and safety loss control expenses. The LIRR was \$0.4M favorable due to a capital accounting recording error and credit for prior period overpayments. MTA Bus was \$0.4M favorable mainly due to the timing of expenses.
Other Expense Adjustments	NR	(0.5)	(6.0)	Variance was mainly due to the timing of inter-agency subsidies.	3.0	13.0	Variance was mainly due to the timing of inter-agency subsidies.
Depreciation	NR	2.3	1.4	Timing differences in project completions and assets reaching beneficial use resulted in favorable variances of \$1.5M at MNR, \$0.5M at NYCT and \$0.2M at SIR.	3.1	0.3	Timing differences in project completions and assets reaching beneficial use resulted in favorable variances of \$3.4M at MNR, \$0.5M at NYCT and \$0.2M at SIR.
Other Post-Employment Benefits	NR	(14.4)	(4.8)	The GASB adjustment reflects the value associated with the unfunded accrued liability for post employment benefits. The variance was primarily due to timing.	(14.1)	(2.1)	The GASB adjustment reflects the value associated with the unfunded accrued liability for post employment benefits. The variance was primarily due to timing.
Environmental Remediation	NR	(0.8)	(29.9)	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.	(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	(6.5)	(5.6)	NYCT was (\$6.6M) unfavorable mainly due to the timing of project activity. MTAHQ was (\$1.5M) unfavorable due to the timing of recoverable expenses. Partially offsetting these was a favorable variance of \$1.5M at MNR, also due to timing.	(5.8)	(0.9)	NYCT was (\$6.6M) unfavorable mainly due to the timing of project activity. MTAHQ was (\$1.5M) unfavorable due to the timing of recoverable expenses. MNR was (\$1.4M) unfavorable due to scheduling changes in project activity. Partially offsetting these was a favorable variance of \$3.8M at the LIRR, also due to timing.
Payroll	R	4.6	10.3	NYCT was \$5.2M favorable and the LIRR was (\$0.6M) unfavorable due to the timing of project activity.	5.4	2.0	The timing of project activity was responsible for favorable variances of \$5.2M at NYCT and \$0.3M at MNR, and an unfavorable variance of (\$0.2M) at the LIRR.
Overtime	R	(0.9)	(11.9)	NYCT was (\$0.7M) unfavorable due to increased departmental requirements. MNR was (\$0.4M) unfavorable due to higher project activity.	(3.0)	(5.8)	The LIRR was (\$2.0M) unfavorable due to the timing of project activity and work being completed on overtime instead of straight-time. NYCT was (\$0.7M) unfavorable due to increased departmental requirements.

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

Generic Revenue or Expense Category	Nonreimb or Reimb	June		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
Health and Welfare	R	0.0	0.4	Agency variances were minor.	(0.1)	(0.3)	Agency variances were minor.
OPEB - Current Payment	R	0.0	16.9	Agency variances were minor.	0.0	3.0	Agency variances were minor.
Pensions	R	(0.1)	(4.3)	Agency variances were minor.	(0.3)	(1.8)	Agency variances were minor.
Other Fringe Benefits	R	1.4	12.7	NYCT was \$1.6M favorable mainly due to reduced overhead transfers from non-reimbursable employees, consistent with payroll reimbursable underruns.	1.3	1.9	NYCT was \$1.6M favorable mainly due to reduced overhead transfers from non-reimbursable employees, consistent with payroll reimbursable underruns. This was partially offset by an unfavorable variance of (\$0.2M) at the LIRR.
Reimbursable Overhead	R	2.9	10.6	NYCT was \$1.6M favorable mainly due to reimbursable salary & wage underruns. MTAHQ was \$1.5M favorable primarily due to the timing of expense recovery billings to the agencies.	3.3	2.1	NYCT was \$1.6M favorable mainly due to departmental reimbursable salary & wage underruns. MTAHQ was \$1.5M favorable primarily due to the timing of expense recovery billings to the agencies.
Insurance	R	0.1	8.1	Agency variances were minor.	0.3	10.6	MNR was \$0.2M favorable due to lower project activity.
Claims	R	(0.7)	-	NYCT was (\$0.7M) unfavorable.	(0.7)	*	NYCT was (\$0.7M) unfavorable.
Maintenance and Other Operating Contracts	R	(0.7)	(14.9)	NYCT was (\$0.4M) unfavorable due to timing. MNR was (\$0.3M) unfavorable also due to timing	(0.8)	(3.0)	NYCT was (\$0.4M) unfavorable due to timing. The LIRR was (\$0.4M) unfavorable also due to timing.
Professional Service Contracts	R	(1.2)	(33.2)	MNR was (\$1.0M) unfavorable due to higher project activity. NYCT was (\$0.2M) unfavorable mainly due to the timing of inspection and testing services.	(0.9)	(4.6)	MNR was (\$0.7M) unfavorable due to higher project activity. NYCT was (\$0.2M) unfavorable mainly due to the timing of inspection and testing services.
Materials & Supplies	R	1.1	12.7	MNR was \$0.5M favorable primarily due to lower project activity. The LIRR was \$0.5M favorable due to the timing of purchases for ESA material.	1.2	3.0	MNR was \$1.1M favorable primarily due to lower project activity.
Other Business Expenses	R	0.1	23.3	Variances were minor.	0.1	47.4	Variances were minor.
Subsidies	NR	(2.2)	-1.4%	The unfavorable variance for June was due primarily to lower than expected receipts from Urban Taxes (\$3.2 million). This was partially offset by slightly favorable MRT transactions (\$.9 million).	(2.2)	-0.1%	Same as explanation for the month.
Debt Service	NR	0.0	0.0%	The actuals were on target for the month.	0.0	0.0%	YTD results were on target.

* Variance exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2009 Mid-Year Forecast
Consolidated Subsidy Accrual Detail
June 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
86.6	86.6	-	Petroleum Business Tax	319.8	319.8	-
12.0	12.1	0.1	MRT 1 (Gross)	70.1	70.2	0.1
7.3	8.1	0.8	MRT 2 (Gross)	40.9	41.7	0.8
(1.3)	(1.3)	-	Other MRT Adjustments	(2.5)	(2.5)	-
9.6	6.5	(3.2)	Urban Tax	72.9	69.8	(3.2)
0.2	0.2	-	Investment Income	0.6	0.6	-
\$114.4	\$112.2	(\$2.2)		\$1,967.3	\$1,965.1	(\$2.2)
			<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:			
-	-	-	New York City	1.9	1.9	-
-	-	-	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	-
5.9	5.9	-	CDOT Subsidies	42.3	42.3	-
12.1	12.1	-	Station Maintenance	73.6	73.6	-
5.6	5.6	0.0	AMTAP	5.6	5.6	0.0
\$23.7	\$23.7	\$0.0		\$352.1	\$352.1	\$0.0
\$138.1	\$135.9	(\$2.2)	Sub-total Dedicated Taxes & State and Local Subsidies	\$2,319.4	\$2,317.2	(\$2.2)
22.5	22.5	-	City Subsidy to MTA Bus	118.4	118.4	-
\$160.5	\$158.3	(\$2.2)	Total Dedicated Taxes & State and Local Subsidies	\$2,437.8	\$2,435.6	(\$2.2)
			<i>Inter-Agency Subsidy Transactions</i>			
(4.1)	(4.5)	(0.4)	MTA Subsidy to Subsidiaries	34.5	34.1	(0.4)
12.4	44.3	31.9	B&T Operating Surplus Transfer	123.8	137.3	13.5
\$8.3	\$39.8	\$31.5		\$158.3	\$171.4	\$13.1
\$ 168.8	\$ 198.2	\$ 29.3	Total Subsidy	\$ 2,596.1	\$ 2,607.0	\$ 10.9

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)

June 2009

Accrued Subsidies:	Variance \$	Variance %	Explanations
Urban Tax	(3.2)	(32.8%)	Real estate transactions in New York City were more unfavorable than expected for the month due to the continuing weakness in commercial real estate activity.
MTA Subsidy to Subsidiaries	(0.4)	9.8%	Variance is mostly timing related. Drawdowns are related to timing of cash obligations for SIR and LIB.
B&T Operating Surplus Transfer	31.9	257.4%	The variance is attributable to the timing of booking accrual payments by MTA Accounting.

June 2009 Year-to-Date

Accrued Subsidies:	Variance \$	Variance %	Explanations
Urban Tax	(3.2)	(4.3%)	Year-to-date variance is slightly below the budget.
MTA Subsidy to Subsidiaries	(0.4)	(1.2%)	Same as explanation for the month.
B&T Operating Surplus Transfer	13.5	10.9%	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)

June 2009

	Mid-Year Forecast	Actual	Variance	% Variance	Explanation
Dedicated Tax Fund:					
NYC Transit	\$22.3	\$22.3	\$0.0		
Commuter Railroads	5.1	5.1	0.0		
<i>Dedicated Tax Fund Subtotal</i>	\$27.4	\$27.4	\$0.0	0.0%	
MTA Transportation Revenue:					
NYC Transit	\$29.0	\$29.0	\$0.0		
Commuter Railroads	22.4	22.4	0.0		
MTA Bus	1.0	1.0	0.0		
<i>MTA Transportation Subtotal</i>	\$52.4	\$52.4	\$0.0	0.0%	
Commercial Paper:					
NYC Transit	\$0.3	\$0.3	\$0.0		
Commuter Railroads	0.1	0.1	0.0		
MTA Bus	0.1	0.1	0.0		
<i>Commercial Paper Subtotal</i>	\$0.4	\$0.4	\$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	10.5	10.5	0.0		
<i>TBTA General Resolution Subtotal</i>	\$29.0	\$29.0	\$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>	\$11.7	\$11.7	\$0.0	0.0%	
Total Debt Service	\$123.6	\$123.6	\$0.0	0.0%	
Debt Service by Agency:					
NYC Transit	\$72.8	\$72.8	\$0.0		
Commuter Railroads	36.1	36.1	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	\$123.6	\$123.6	\$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)

June 2009 Year-to-Date

	Mid-Year Forecast	Actual	Variance	% Variance	Explanation
Dedicated Tax Fund:					
NYC Transit	\$102.2	\$102.2	(\$0.0)		
Commuter Railroads	22.6	22.6	0.0		
<i>Dedicated Tax Fund Subtotal</i>	\$124.9	\$124.9	\$0.0	0.0%	
MTA Transportation Revenue:					
NYC Transit	\$177.2	\$177.2	\$0.0		
Commuter Railroads	136.6	136.6	0.0		
MTA Bus	6.0	6.0	0.0		
<i>MTA Transportation Subtotal</i>	\$319.8	\$319.8	\$0.0	0.0%	
Commercial Paper:					
NYC Transit	\$1.9	\$1.9	\$0.0		
Commuter Railroads	1.0	1.0	0.0		
MTA Bus	0.5	0.5	0.0		
<i>Commercial Paper Subtotal</i>	\$3.4	\$3.4	\$0.0	0.0%	
2 Broadway COPs:					
NYC Transit	\$13.1	\$13.1	\$0.0		
Bridges & Tunnels	1.5	1.5	(0.0)		
MTA HQ	1.5	1.5	(0.0)		
<i>2 Broadway COPs Subtotal</i>	\$16.1	\$16.1	(\$0.0)	0.0%	
TBTA General Resolution (2)					
NYC Transit	\$76.5	\$76.5	\$0.0		
Commuter Railroads	34.2	34.2	0.0		
Bridges & Tunnels	63.2	63.2	0.0		
<i>TBTA General Resolution Subtotal</i>	\$173.9	\$173.9	\$0.0	0.0%	
TBTA Subordinate (2)					
NYC Transit	\$39.4	\$39.4	\$0.0		
Commuter Railroads	17.3	17.3	0.0		
Bridges & Tunnels	15.6	15.6	0.0		
<i>TBTA Subordinate Subtotal</i>	\$72.3	\$72.3	\$0.0	0.0%	
Total Debt Service	\$710.5	\$710.5	\$0.0	0.0%	
Debt Service by Agency:					
NYC Transit	\$410.4	\$410.4	\$0.0		
Commuter Railroads	211.8	211.8	0.0		
MTA Bus	6.5	6.5	0.0		
Bridges & Tunnels	80.3	80.3	0.0		
MTAHQ	1.5	1.5	(0.0)		
Total Debt Service	\$710.5	\$710.5	\$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)

June 2009

Cash Subsidies:	NYC Transit			Commuter Railroads			LIB			SIR			MTA Bus			MTAHQ			TOTAL		
	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance
Dedicated Taxes																					
MMTOA ¹	\$49.5	\$49.5	(0.0)	\$25.8	\$25.8	(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	42.9	42.9	(0.0)	7.6	7.6	0.0	-	-	-	-	-	-	-	-	-	-	-	-	50.5	50.5	0.0
MRT 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11.6	11.6	0.0	11.6	11.6	0.0
MRT 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7.4	7.4	0.0	7.4	7.4	0.0
Other MRT Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1.3)	(1.3)	-	(1.3)	(1.3)	0.0
Urban Tax	9.6	9.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9.6	9.6	0.0
Investment Income	-	-	-	0.2	0.2	-	-	-	-	-	-	-	-	-	-	-	-	-	0.2	0.2	0.0
	\$102.0	\$102.0	(\$0.0)	\$33.5	\$33.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.2	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$17.8	\$17.8	\$0.0	\$153.5	\$153.5	\$0.0
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	-	-	-	0.5	-	(0.5)	-	-	-	-	-	-	-	-	-	-	-	-	0.5	0.0	(0.5)
Nassau County	-	-	-	2.9	2.9	0.0	-	-	-	-	-	-	-	-	-	-	-	-	2.9	2.9	0.0
Suffolk County	-	-	-	1.9	-	(1.9)	-	-	-	-	-	-	-	-	-	-	-	-	1.9	0.0	(1.9)
Westchester County	-	-	-	1.8	-	(1.8)	-	-	-	-	-	-	-	-	-	-	-	-	1.8	0.0	(1.8)
Putnam County	-	-	-	0.1	-	(0.1)	-	-	-	-	-	-	-	-	-	-	-	-	0.1	0.0	(0.1)
Dutchess County	-	-	-	0.1	-	(0.1)	-	-	-	-	-	-	-	-	-	-	-	-	0.1	0.0	(0.1)
Orange County	-	-	-	0.0	-	(0.0)	-	-	-	-	-	-	-	-	-	-	-	-	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)	-	-	-	-	-	-	-	-	-	2.6	0.0	(2.6)
CDOT Subsidies	-	-	-	12.6	12.6	-	-	-	-	-	-	-	-	-	-	-	-	-	12.6	12.6	0.0
Station Maintenance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
AMTAP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
2006 Surplus Recovery	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
	\$0.0	\$0.0	\$0.0	\$20.0	\$15.5	(\$4.4)	\$2.6	\$0.0	(\$2.6)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$22.6	\$15.5	(\$7.0)
Sub-total Dedicated Taxes & State and Local Subsidies	\$102.0	\$102.0	(\$0.0)	\$53.5	\$49.1	(\$4.4)	\$2.6	\$0.0	(\$2.6)	\$0.2	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$17.8	\$17.8	\$0.0	\$176.1	\$169.0	(\$7.0)
City Subsidy to MTA Bus	-	-	-	-	-	-	-	-	-	-	-	-	15.0	15.0	-	-	-	-	15.0	15.0	0.0
Total Dedicated Taxes & State and Local Subsidies	\$102.0	\$102.0	(\$0.0)	\$53.5	\$49.1	(\$4.4)	\$2.6	\$0.0	(\$2.6)	\$0.2	\$0.2	\$0.0	\$15.0	\$15.0	\$0.0	\$17.8	\$17.8	\$0.0	\$191.1	\$184.0	(\$7.0)
Inter-Agency Subsidy Transactions																					
MTA Subsidy to Subsidiaries	-	-	-	-	-	-	(7.0)	(7.0)	-	2.9	2.5	(0.4)	-	-	-	-	-	-	(4.1)	(4.5)	(0.4)
B&T Operating Surplus Transfer	9.1	9.1	-	18.7	18.7	-	-	-	-	-	-	-	-	-	-	-	-	-	27.9	27.9	0.0
	\$9.1	\$9.1	\$0.0	\$18.7	\$18.7	\$0.0	(\$7.0)	(\$7.0)	\$0.0	\$2.9	\$2.5	(\$0.4)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$23.8	\$23.4	(\$0.4)
Total Subsidy	\$111.2	\$111.2	(\$0.0)	\$72.2	\$67.8	(\$4.4)	(\$4.4)	(\$7.0)	(\$2.6)	\$3.1	\$2.7	(\$0.4)	\$15.0	\$15.0	\$0.0	\$17.8	\$17.8	\$0.0	\$214.8	\$207.4	(\$7.4)

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)

Cash Subsidies:	June 2009 - Year-to-Date																					
	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	\$148.6	\$148.6	(0.0)	\$77.3	\$77.3	(0.0)	\$11.8	\$11.8	0.0	\$0.5	\$0.5	0.0	\$0.0	\$0.0	0.0	\$0.0	\$0.0	0.0	\$238.2	\$238.2	(0.0)	
Petroleum Business Tax	263.3	263.3	(0.0)	46.5	46.5	0.0	-	-	-	-	-	-	-	-	-	-	-	-	309.8	309.8	0.0	
MRT 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	70.6	70.6	0.0	70.6	70.6	0.0	
MRT 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41.0	41.0	0.0	41.0	41.0	0.0	
Other MRT Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(2.5)	(2.5)	-	(2.5)	(2.5)	0.0	
Urban Tax	79.2	79.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	79.2	79.2	0.0	
Investment Income	-	-	-	0.6	0.6	-	-	-	-	-	-	-	-	-	-	-	-	-	0.6	0.6	0.0	
	\$491.2	\$491.2	(\$0.0)	\$124.3	\$124.3	\$0.0	\$11.8	\$11.8	\$0.0	\$0.5	\$0.5	\$0.0	\$0.0	\$0.0	\$0.0	\$109.1	\$109.1	\$0.0	\$736.9	\$736.9	\$0.0	
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	-	-	-	0.9	0.5	(0.5)	-	-	-	-	-	-	-	-	-	-	-	-	0.9	0.5	(0.5)	
Nassau County	-	-	-	5.8	5.8	0.0	-	-	-	-	-	-	-	-	-	-	-	-	5.8	5.8	0.0	
Suffolk County	-	-	-	3.8	1.9	(1.9)	-	-	-	-	-	-	-	-	-	-	-	-	3.8	1.9	(1.9)	
Westchester County	-	-	-	3.7	1.8	(1.8)	-	-	-	-	-	-	-	-	-	-	-	-	3.7	1.8	(1.8)	
Putnam County	-	-	-	0.2	0.1	(0.1)	-	-	-	-	-	-	-	-	-	-	-	-	0.2	0.1	(0.1)	
Dutchess County	-	-	-	0.2	0.1	(0.1)	-	-	-	-	-	-	-	-	-	-	-	-	0.2	0.1	(0.1)	
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	-	-	-	45.9	45.9	-	-	-	-	-	-	-	-	-	-	-	-	-	45.9	45.9	0.0	
Station Maintenance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0	
AMTAP	-	-	-	-	-	-	1.4	1.4	-	-	-	-	-	-	-	-	-	-	1.4	1.4	0.0	
2006 Surplus Recovery	-	-	-	25.0	25.0	-	-	-	-	-	-	-	-	-	-	-	-	-	25.0	25.0	0.0	
	\$39.5	\$39.5	(\$0.0)	\$92.9	\$88.5	(\$4.4)	\$9.9	\$7.3	(\$2.6)	\$0.1	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$142.5	\$135.4	(\$7.0)	
Total Dedicated Taxes & State and Local Subsidies	\$530.7	\$530.7	(\$0.0)	\$217.2	\$212.8	(\$4.4)	\$21.7	\$19.1	(\$2.6)	\$0.6	\$0.6	\$0.0	\$0.0	\$0.0	\$0.0	\$109.1	\$109.1	\$0.0	\$879.4	\$872.4	(\$7.0)	
City Subsidy to MTA Bus	-	-	-	-	-	-	-	-	-	-	-	-	122.5	122.5	0.0	-	-	-	122.5	122.5	0.0	
Total Dedicated Taxes & State and Local Subsidies	\$530.7	\$530.7	(\$0.0)	\$217.2	\$212.8	(\$4.4)	\$21.7	\$19.1	(\$2.6)	\$0.6	\$0.6	\$0.0	\$122.5	\$122.5	\$0.0	\$109.1	\$109.1	\$0.0	\$1,001.9	\$994.9	(\$7.0)	
Inter-Agency Subsidy Transactions																						
MTA Subsidy to Subsidiaries	-	-	-	-	-	-	19.5	19.5	-	15.0	14.6	(0.4)	-	-	-	-	-	-	34.5	34.1	(0.4)	
B&T Operating Surplus Transfer	34.2	34.2	-	100.0	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	134.3	134.3	0.0	
	\$34.2	\$34.2	\$0.0	\$100.0	\$100.0	\$0.0	\$19.5	\$19.5	\$0.0	\$15.0	\$14.6	(\$0.4)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$168.8	\$168.4	(\$0.4)	
Total Subsidy	\$564.9	\$564.9	(\$0.0)	\$317.3	\$312.8	(\$4.4)	\$41.2	\$38.6	(\$2.6)	\$15.6	\$15.2	(\$0.4)	\$122.5	\$122.5	\$0.0	\$109.1	\$109.1	\$0.0	\$1,170.6	\$1,163.2	(\$7.4)	

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)

June 2009

Cash Subsidies:	TOTAL Variance	Variance %	Explanations
New York City	(0.5)	(100.0%)	Variance due to timing difference in receipt of payment.
Suffolk County	(1.9)	(100.0%)	Same as explanation above.
Westchester County	(1.8)	(100.0%)	Same as explanation above.
Putnam County	(0.1)	(100.0%)	Same as explanation above.
Dutchess County	(0.1)	(100.0%)	Same as explanation above.
Orange County	(0.0)	(100.0%)	Same as explanation above.
Rockland County	(0.0)	(100.0%)	Same as explanation above.
Nassau County Subsidy to LIB	(2.6)	100.0%	Variance is due to timing difference in receipt of payment. The payment will be made in August.
MTA Subsidy to Subsidiaries	(0.4)	9.8%	The variance is due mostly to timing. Drawdowns are related to timing of cash obligations for SIR and LIB.

June 2009 Year-to-date

Cash Subsidies:	TOTAL Variance	Variance %	Explanations
New York City	(0.5)	(50.0%)	Same as explanation for the month.
Suffolk County	(1.9)	(50.0%)	Same as explanation for the month.
Westchester County	(1.8)	(50.0%)	Same as explanation for the month.
Putnam County	(0.1)	(50.0%)	Same as explanation for the month.
Dutchess County	(0.1)	(50.0%)	Same as explanation for the month.
Orange County	(0.0)	(49.7%)	Same as explanation for the month.
Rockland County	(0.0)	(51.1%)	Same as explanation for the month.
Nassau County Subsidy to LIB	(2.6)	(33.3%)	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 Occupational Group
June 2009

Function/Departments	Mid-Year Forecast	Actual	Favorable/ (Unfavorable)
Total Positions	69,997	69,111	886
NYC Transit	48,791	48,399	392
Long Island Rail Road	6,919	6,809	110
Metro-North Railroad	5,958	5,890	68
Bridges & Tunnels	1,821	1,787	34
Headquarters	1,451	1,451	-
Long Island Bus	1,149	1,110	39
Staten Island Railway	269	265	4
Capital Construction Company	131	131	-
Bus Company	3,508	3,269	239
Non-reimbursable	62,658	61,848	810
NYC Transit	43,259	42,897	362
Long Island Rail Road	6,018	5,849	169
Metro-North Railroad	5,302	5,325	(23)
Bridges & Tunnels	1,776	1,742	34
Headquarters	1,408	1,407	1
Long Island Bus	1,134	1,097	37
Staten Island Railway	266	262	4
Capital Construction Company	-	-	-
Bus Company	3,495	3,269	226
Reimbursable	7,339	7,263	76
NYC Transit	5,532	5,502	30
Long Island Rail Road	901	960	(59)
Metro-North Railroad	656	565	91
Bridges & Tunnels	45	45	-
Headquarters	43	44	(1)
Long Island Bus	15	13	2
Staten Island Railway	3	3	-
Capital Construction Company	131	131	-
Bus Company	13	-	13
Total Full Time	69,692	68,758	934
NYC Transit	48,596	48,139	457
Long Island Rail Road	6,919	6,809	110
Metro-North Railroad	5,953	5,887	66
Bridges & Tunnels	1,821	1,787	34
Headquarters	1,451	1,451	-
Long Island Bus	1,044	1,021	23
Staten Island Railway	269	265	4
Capital Construction Company	131	130	1
Bus Company	3,508	3,269	239
Total Full-Time Equivalents	305	353	(48)
NYC Transit	195	260	(65)
Long Island Rail Road	-	-	-
Metro-North Railroad	5	3	2
Bridges & Tunnels	-	-	-
Headquarters	-	-	-
Long Island Bus	105	89	16
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
June 2009

Function/Agency	Mid-Year Forecast	Actual	Favorable/ (Unfavorable)
Administration	4,942	4,950	(8)
NYC Transit	2,359	2,408	(49)
Long Island Rail Road	738	719	19
Metro-North Railroad	719	717	2
Bridges & Tunnels	140	139	1
Headquarters	692	692	-
Long Island Bus	80	74	6
Staten Island Railway	28	28	-
Capital Construction Company	35	35	-
Bus Company	151	138	13
Operations	31,094	30,684	410
NYC Transit	23,087	22,902	185
Long Island Rail Road	2,111	2,056	55
Metro-North Railroad	1,836	1,790	46
Bridges & Tunnels	794	793	1
Headquarters	-	-	-
Long Island Bus	794	766	28
Staten Island Railway	94	90	4
Capital Construction Company	-	-	-
Bus Company	2,378	2,287	91
Maintenance	30,432	30,016	416
NYC Transit	21,424	21,200	224
Long Island Rail Road	3,951	3,923	28
Metro-North Railroad	3,302	3,284	18
Bridges & Tunnels	397	383	14
Headquarters	-	-	-
Long Island Bus	258	255	3
Staten Island Railway	147	147	-
Capital Construction Company	-	-	-
Bus Company	953	824	129
Engineering/Capital	1,968	1,897	71
NYC Transit	1,438	1,397	41
Long Island Rail Road	119	111	8
Metro-North Railroad	101	99	2
Bridges & Tunnels	186	174	12
Headquarters	-	-	-
Long Island Bus	15	13	2
Staten Island Railway	-	-	-
Capital Construction Company	96	96	-
Bus Company	13	7	6
Public Safety	1,561	1,564	(3)
NYC Transit	483	492	(9)
Long Island Rail Road	-	-	-
Metro-North Railroad	-	-	-
Bridges & Tunnels	304	298	6
Headquarters	759	759	-
Long Island Bus	2	2	-
Staten Island Railway	-	-	-
Capital Construction Company	-	-	-
Bus Company	13	13	-
Total Postions	69,997	69,111	886

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

FUNCTION/OCCUPATIONAL GROUP	Mid-Year Forecast	Actual	Variance Favorable/ (Unfavorable)
Administration	4,942	4,950	(8)
Managers/Supervisors	1,807	1,767	40
Professional, Technical, Clerical	3,062	3,118	(56)
Operational Hourlies	73	65	8
Operations	31,094	30,684	410
Managers/Supervisors	3,195	3,169	26
Professional, Technical, Clerical	993	1,045	(52)
Operational Hourlies	26,906	26,470	436
Maintenance	30,432	30,016	416
Managers/Supervisors	4,859	4,766	93
Professional, Technical, Clerical	2,495	2,518	(23)
Operational Hourlies	23,078	22,732	346
Engineering/Capital	1,968	1,897	71
Managers/Supervisors	506	468	38
Professional, Technical, Clerical	1,460	1,427	33
Operational Hourlies	2	2	-
Public Safety	1,561	1,564	(3)
Managers/Supervisors	145	142	3
Professional, Technical, Clerical	119	119	-
Operational Hourlies	1,297	1,303	(6)
Total Positions	69,997	69,111	886
Managers/Supervisors	10,512	10,312	200
Professional, Technical, Clerical	8,129	8,227	(98)
Operational Hourlies	51,356	50,572	784



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 June, 2009

Excludes MTA Bus Company

Prepared by:
MTA Budget Division

Metropolitan Transportation Authority

June

Revenue Passengers	2007	2008	Percent Change	2009	Percent Change
MTA New York City Transit	193,655,950	199,273,364	2.90%	195,947,665	-1.67%
MTA New York City Subway	131,703,998	136,671,566	3.77%	134,540,561	-1.56%
MTA New York City Bus	61,951,952	62,601,798	1.05%	61,407,104	-1.91%
MTA Staten Island Railway	344,666	371,612	7.82%	358,904	-3.42%
MTA Long Island Rail Road	7,415,806	7,629,775	2.89%	7,478,422	-1.98%
MTA Metro-North Railroad	6,857,331	7,194,263	4.91%	7,034,817	-2.22%
<i>East of Hudson</i>	6,698,291	7,008,657	4.63%	6,864,270	-2.06%
Harlem Line	2,249,465	2,332,568	3.69%	2,307,258	-1.09%
Hudson Line	1,310,820	1,382,153	5.44%	1,367,135	-1.09%
New Haven Line	3,138,006	3,293,936	4.97%	3,189,877	-3.16%
<i>West of Hudson</i>	159,040	185,606	16.70%	170,547	-8.11%
Port Jervis line	122,361	136,969	11.94%	121,430	-11.34%
Pascack Valley Line	36,679	48,637	32.60%	49,117	0.99%
MTA Long Island Bus	2,730,511	2,755,470	0.91%	2,589,827	-6.01%
(Total Passengers)					
MTA Bridges & Tunnels	26,964,171	25,636,943	-4.92%	25,503,984	-0.52%
Total All Agencies <small>Excludes MTA Bus Company</small>	211,004,264	217,224,484	2.95%	213,409,635	-1.76%
(Excludes Bridges and Tunnels)					
Weekdays:	21	21		22	
Holidays:	0	0		0	
Weekend Days	9	9		8	
Days:	30	30		30	

Metropolitan Transportation Authority

June

Revenue Passengers Year to Date	2007	2008	Percent Change	2009	Percent Change
MTA New York City Transit	1,140,672,517	1,181,680,804	3.60%	1,153,083,268	-2.42%
MTA New York City Subway	770,860,116	807,080,139	4.70%	784,981,728	-2.74%
MTA New York City Bus	369,812,401	374,600,665	1.29%	368,101,540	-1.73%
MTA Staten Island Railway	1,981,434	2,215,792	11.83%	2,073,682	-6.41%
MTA Long Island Rail Road	41,678,134	43,040,401	3.27%	41,045,502	-4.63%
MTA Metro-North Railroad	38,883,842	40,867,001	5.10%	39,315,112	-3.80%
<i>East of Hudson</i>	37,961,652	39,837,429	4.94%	38,353,139	-3.73%
Harlem Line	12,887,308	13,457,290	4.42%	13,014,564	-3.29%
Hudson Line	7,497,129	7,900,644	5.38%	7,621,812	-3.53%
New Haven Line	17,577,215	18,479,495	5.13%	17,716,763	-4.13%
<i>West of Hudson</i>	922,190	1,029,572	11.64%	961,973	-6.57%
Port Jervis line	708,931	761,127	7.36%	693,421	-8.90%
Pascack Valley Line	213,259	268,445	25.88%	268,552	0.04%
MTA Long Island Bus	15,571,825	16,009,771	2.81%	14,964,364	-6.53%
(Total Passengers)					
MTA Bridges & Tunnels	149,713,640	146,780,155	-1.96%	142,927,567	-2.62%
Total All Agencies <small>Excludes MTA Bus Company</small>	1,238,787,752	1,283,813,769	3.63%	1,250,481,928	-2.60%
(Excludes Bridges and Tunnels)					
Weekdays:	126	126		125	
Holidays:	4	4		4	
Weekend Days	51	52		52	
Days:	181	182		181	

Metropolitan Transportation Authority

June

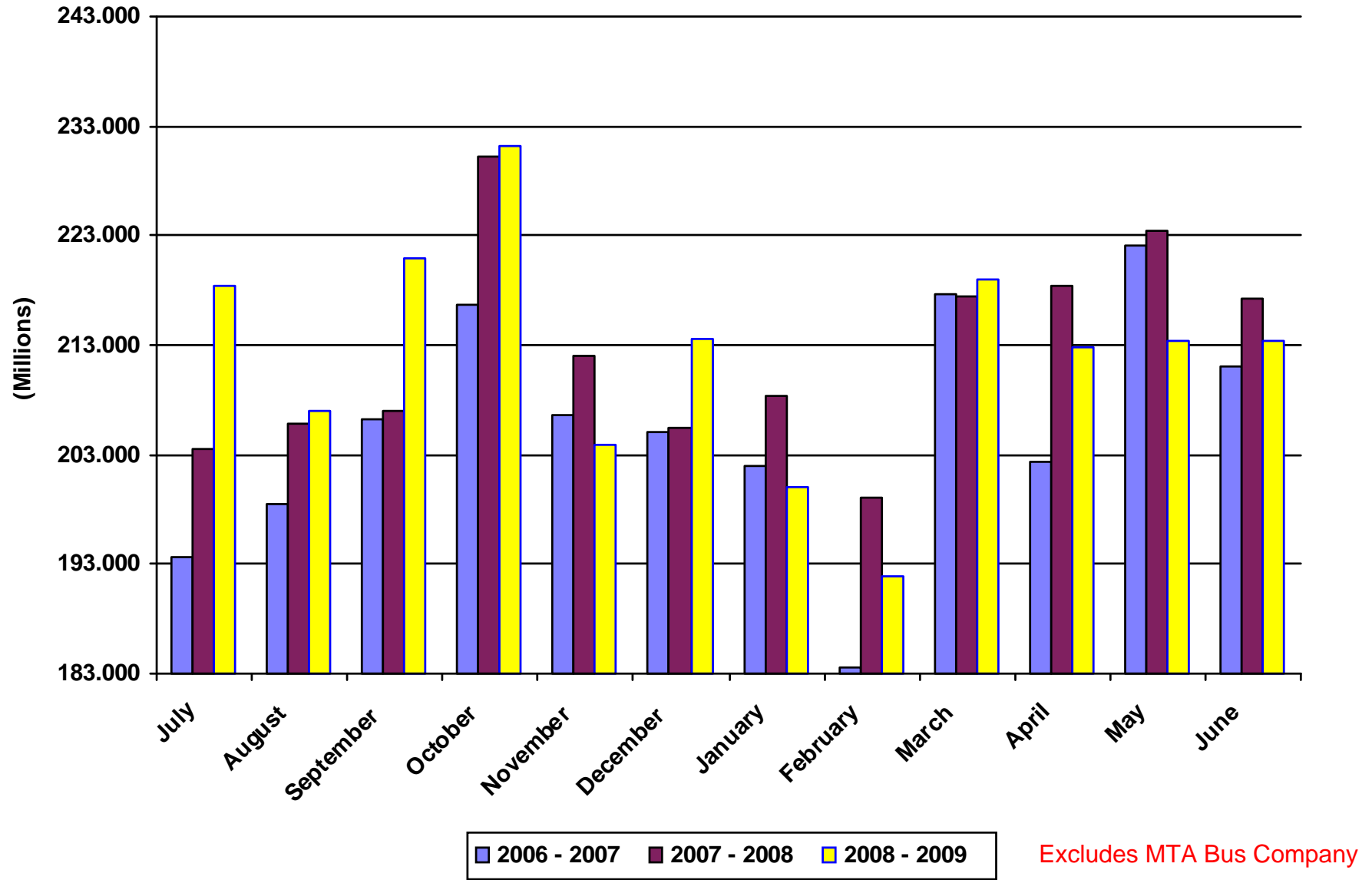
Average Weekday Passengers	2007	2008	Percent Change	2009	Percent Change
MTA New York City Transit	7,497,541	7,751,058	3.38%	7,443,584	-3.97%
MTA New York City Subway	5,124,980	5,335,575	4.11%	5,123,773	-3.97%
MTA New York City Bus	2,372,561	2,415,483	1.81%	2,319,811	-3.96%
MTA Staten Island Railway	15,007	16,110	7.35%	14,954	-7.18%
MTA Long Island Rail Road	312,158	315,077	0.94%	299,030	-5.09%
MTA Metro-North Railroad	284,279	298,947	5.16%	283,326	-5.23%
<i>East of Hudson</i>	276,716	290,121	4.84%	275,570	-5.02%
Harlem Line	93,527	97,129	3.85%	93,095	-4.15%
Hudson Line	54,337	57,327	5.50%	54,887	-4.26%
New Haven Line	128,852	135,665	5.29%	127,588	-5.95%
<i>West of Hudson</i>	7,563	8,826	16.70%	7,756	-12.12%
Port Jervis line	5,818	6,512	11.93%	5,523	-15.19%
Pascack Valley Line	1,745	2,314	32.61%	2,233	-3.50%
MTA Long Island Bus	109,242	111,058	1.66%	101,425	-8.67%
MTA Bridges & Tunnels	912,784	867,188	-5.00%	857,788	-1.08%
Total All Agencies <small>Excludes MTA Bus Company</small>	8,218,227	8,492,250	3.33%	8,142,319	-4.12%
<small>(Excludes Bridges and Tunnels)</small>					
Weekdays:	21	21		22	
Holidays:	0	0		0	
Weekend Days	9	9		8	
Days:	30	30		30	

Metropolitan Transportation Authority

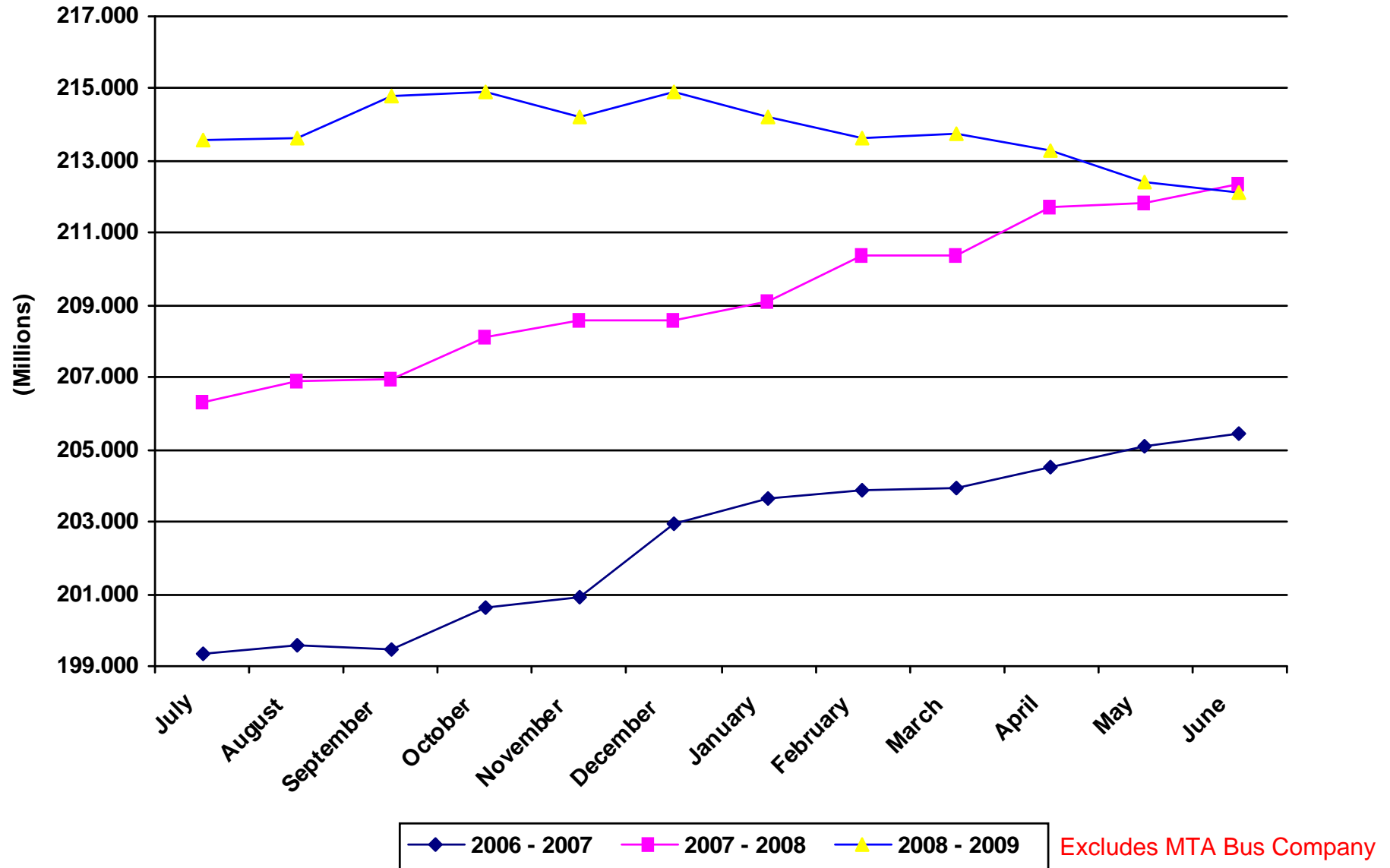
June

12 Month Averages	2007	2008	Percent Change	2009	Percent Change
MTA New York City Transit	188,964,047	195,130,240	3.26%	195,188,437	0.03%
MTA New York City Subway	127,342,588	133,227,924	4.62%	133,481,913	0.19%
MTA New York City Bus	61,621,459	61,902,316	0.46%	61,706,523	-0.32%
MTA Staten Island Railway	325,120	363,641	11.85%	353,145	-2.89%
MTA Long Island Rail Road	6,995,628	7,287,023	4.17%	7,113,631	-2.38%
MTA Metro-North Railroad	6,519,301	6,843,086	4.97%	6,833,612	-0.14%
<i>East of Hudson</i>	6,366,129	6,675,573	4.86%	6,665,183	-0.16%
Harlem Line	2,156,741	2,249,070	4.28%	2,245,646	-0.15%
Hudson Line	1,252,839	1,321,285	5.46%	1,325,112	0.29%
New Haven Line	2,956,549	3,105,218	5.03%	3,094,425	-0.35%
<i>West of Hudson</i>	153,172	167,513	9.36%	168,429	0.55%
Port Jervis line	117,879	125,994	6.88%	122,308	-2.93%
Pascack Valley Line	35,294	41,519	17.64%	46,121	11.08%
MTA Long Island Bus	2,669,008	2,710,496	1.55%	2,633,642	-2.84%
MTA Bridges & Tunnels	25,376,916	25,113,411	-1.04%	24,299,306	-3.24%
Total All Agencies <small>Excludes MTA Bus Company</small>	205,473,104	212,334,485	3.34%	212,122,467	-0.10%
<small>(Excludes Bridges and Tunnels)</small>					
Weekdays:	21	21		22	
Holidays:	0	0		0	
Weekend Days	9	9		8	
Days:	30	30		30	

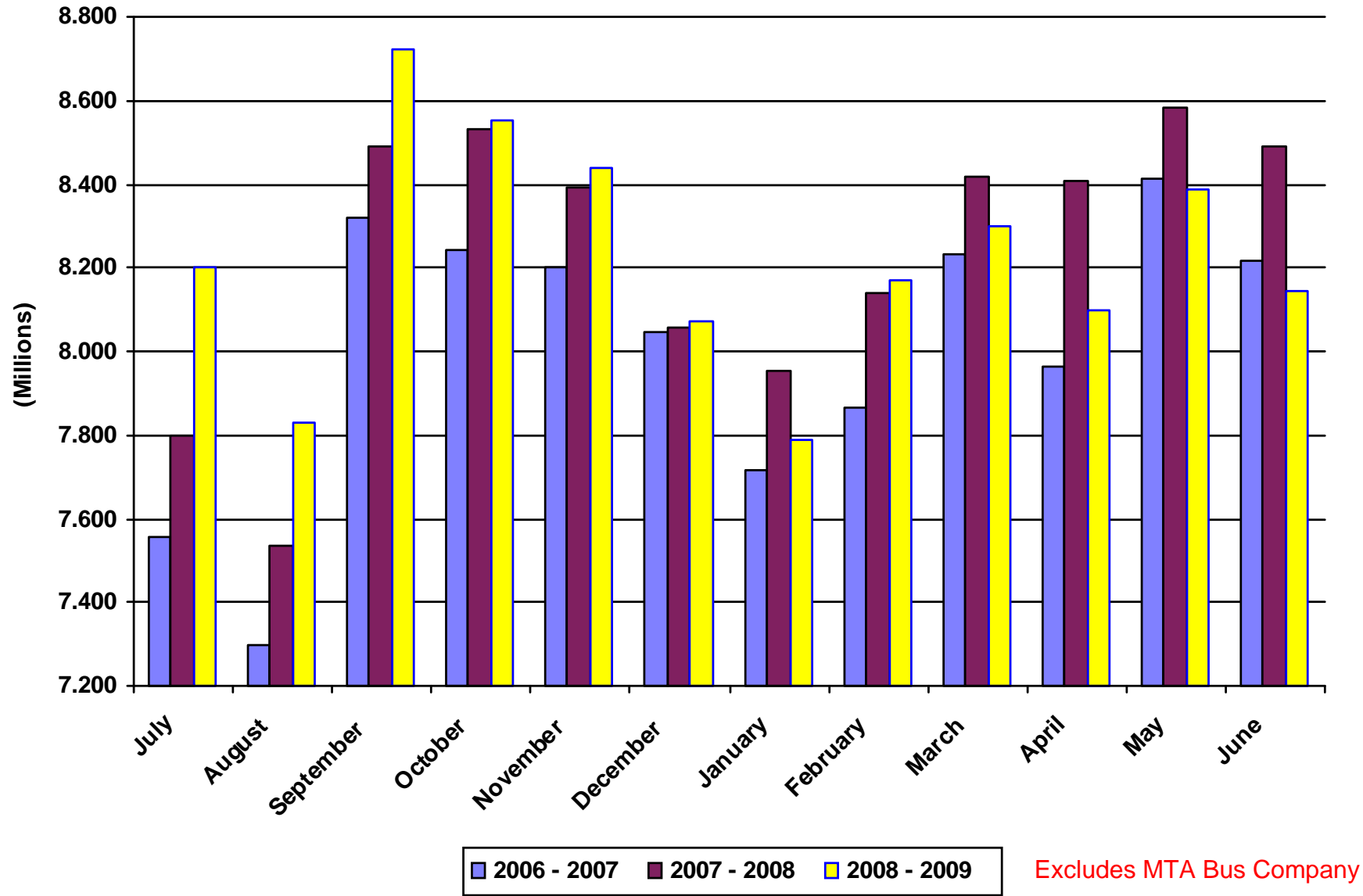
Metropolitan Transportation Authority Revenue Passengers



Metropolitan Transportation Authority 12 Month Averages



Metropolitan Transportation Authority Average Weekday Passengers



Metropolitan Transportation Authority

Revenue Passengers

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
July	193,685,119	203,556,244	5.10%	218,333,386	7.26%
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%	212,734,386	-2.58%
May	222,140,540	223,377,219	0.56%	213,370,666	-4.48%
June	211,004,264	217,224,484	2.95%	213,409,635	-1.76%
12 Month Ave	205,473,104	212,334,485	3.34%	212,122,467	-0.10%
Year-to-Date	1,238,787,752	1,283,813,769	3.63%	1,250,481,928	-2.60%

12 Month Averages

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
July	199,324,322	206,295,698	3.50%	213,565,914	3.52%
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%	213,274,250	0.74%
May	205,108,373	211,816,134	3.27%	212,440,371	0.29%
June	205,473,104	212,334,485	3.34%	212,122,467	-0.10%

Average Weekday Passengers

Service Month	2006 - 2007	2007 - 2008	Percent Change	2008 - 2009	Percent Change
July	7,554,303	7,799,400	3.24%	8,202,627	5.17%
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%	8,097,094	-3.67%
May	8,411,871	8,585,240	2.06%	8,388,986	-2.29%
June	8,218,227	8,492,250	3.33%	8,142,319	-4.12%

Excludes MTA Bus Company