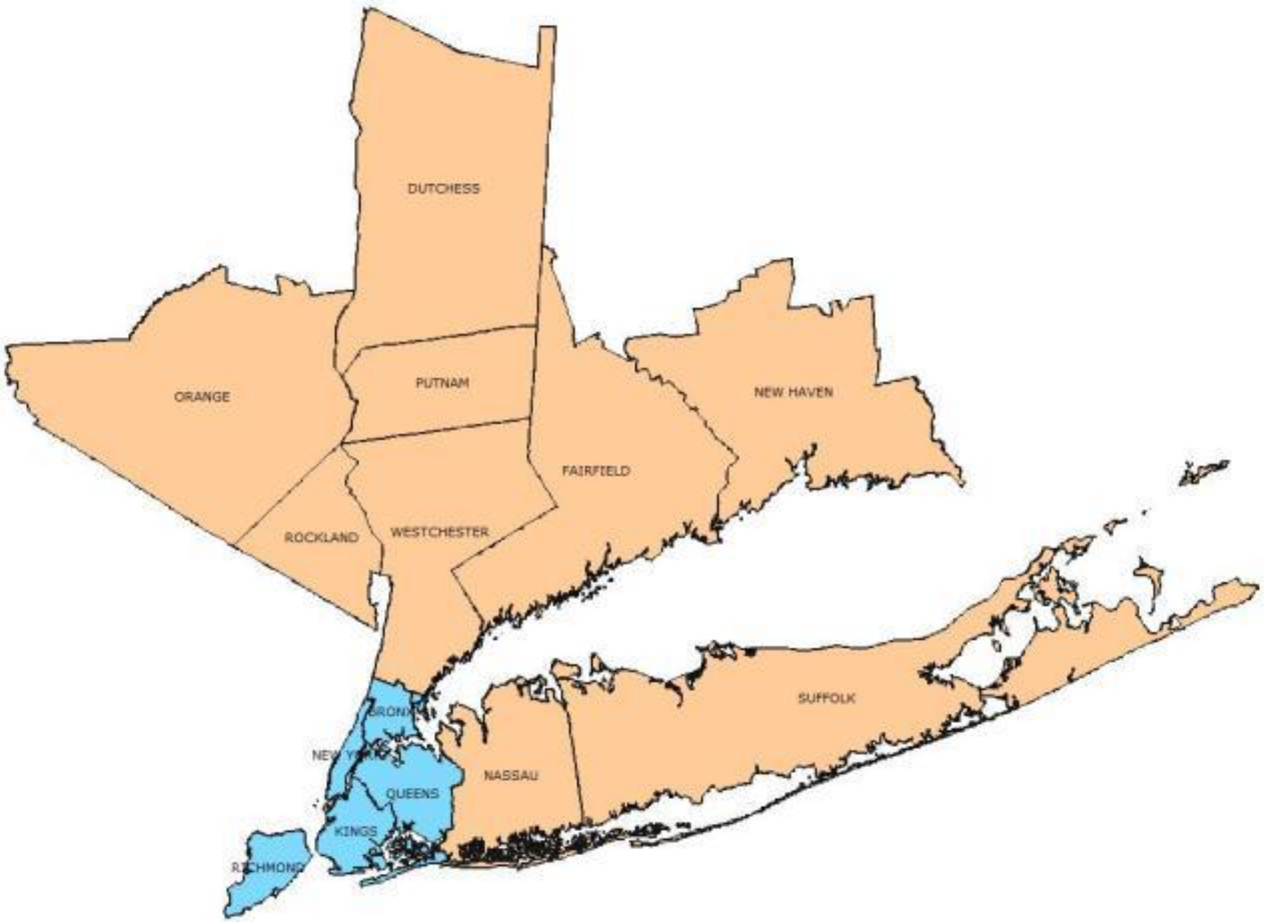
MTA
Overview

April 26 2013

MTA Background

The MTA region comprises New York City and nine counties in two states

- **5,900 sq mile service area**
- **a combined population of 14.8 M people**



The MTA Network

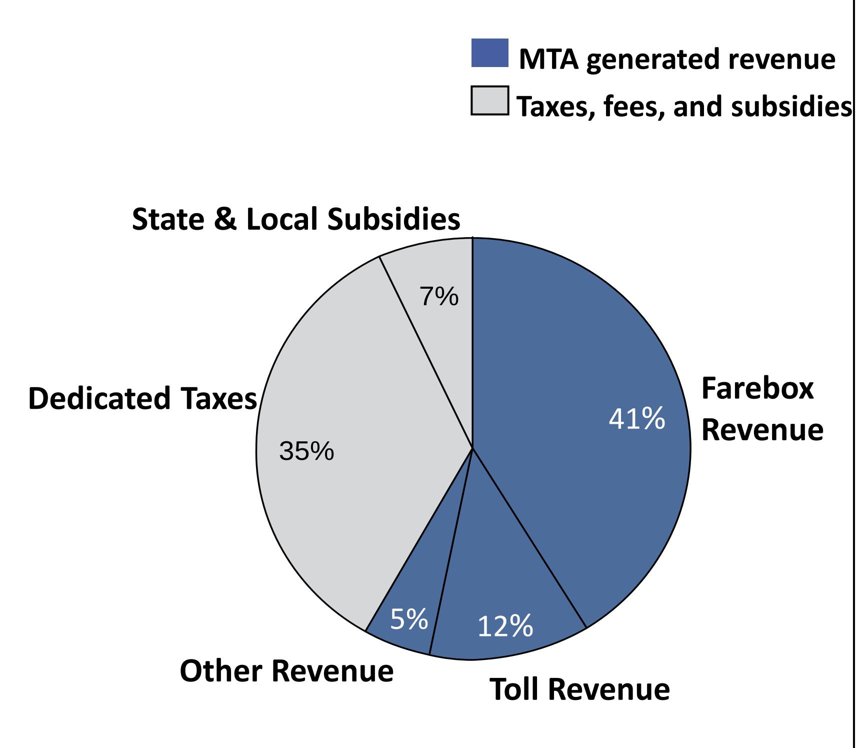
Today, the MTA is the largest regional transit provider in Western Hemisphere.

- Over 2,000 miles of track
- Over 3,500 miles of bus routes
- 735 subway and rail stations
- 6,000 subway cars, 4,600 buses, 2,000 rail cars

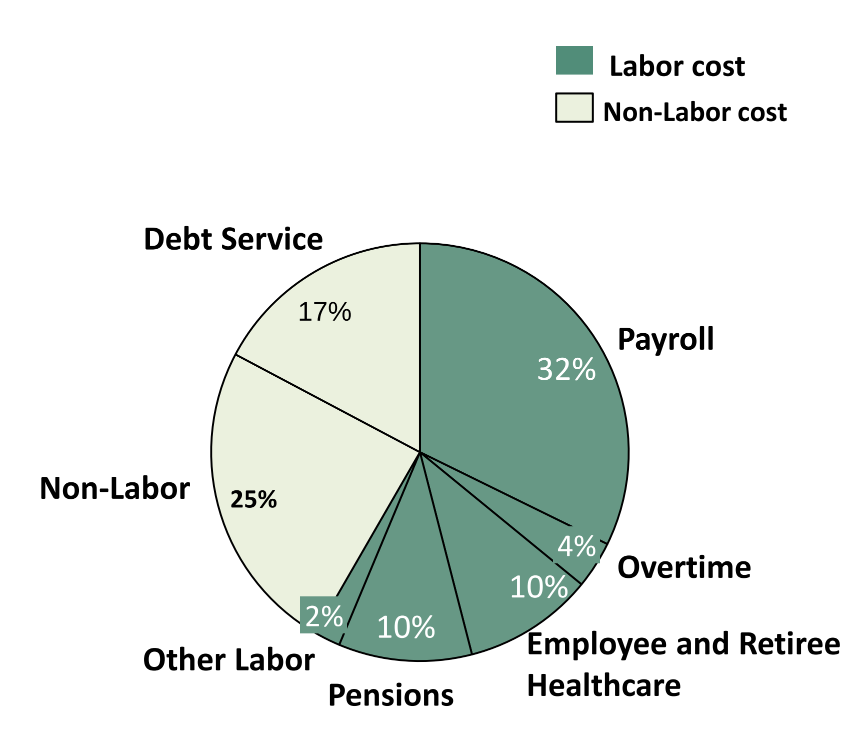
The MTA Operating Budget

- **Labor-related costs to provide service predominate on the expense side while revenues come from a variety of fares/tolls and dedicated taxes**

WHERE THE DOLLARS COME FROM



WHERE THE DOLLARS GO

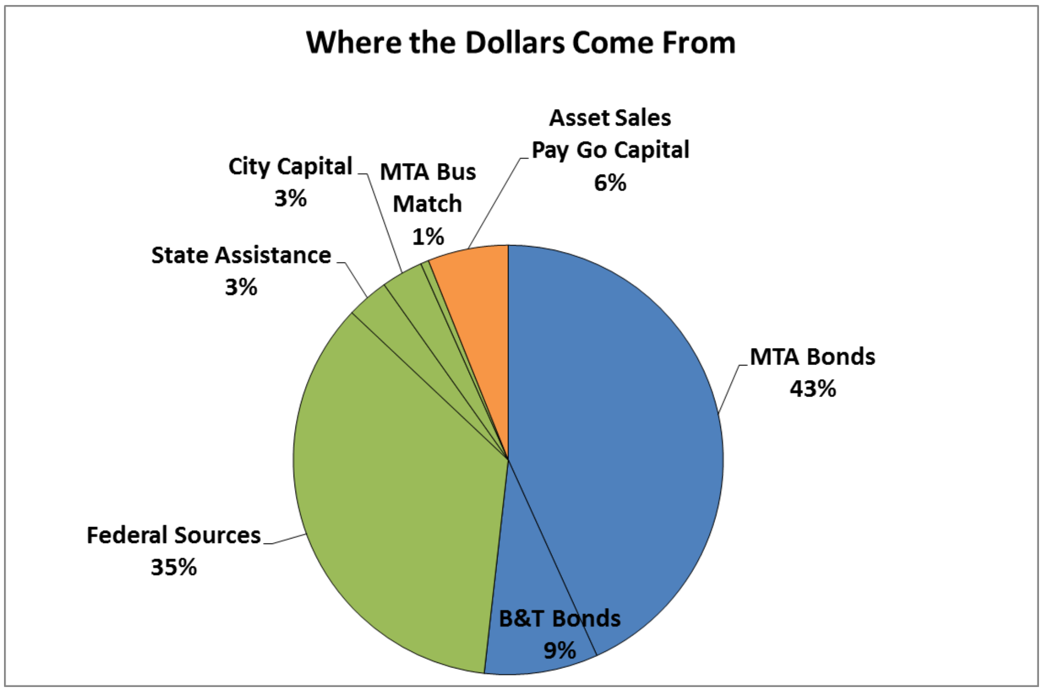


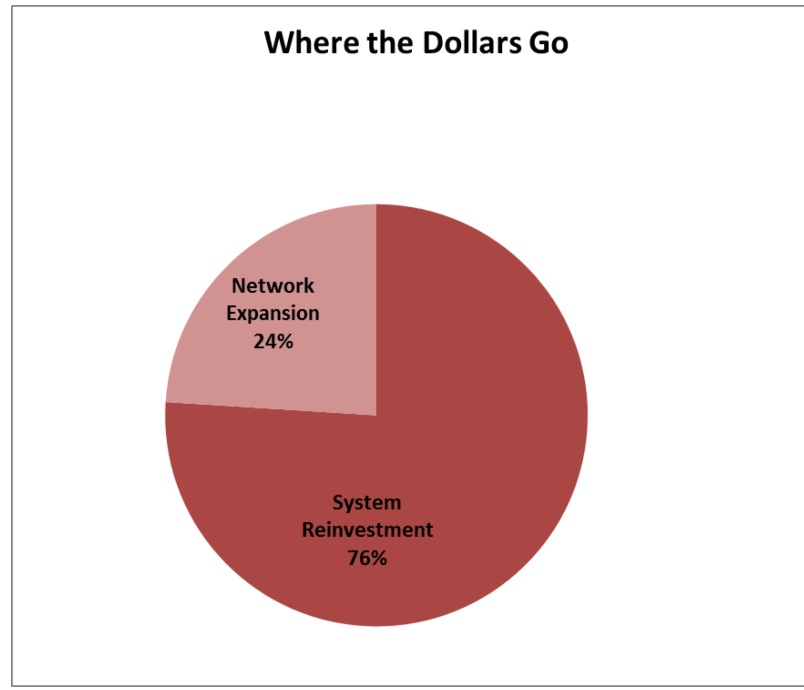
MTA 2013 Adopted Budget -- $13.5 Billion

MTA Capital Budget

- **Five-Year Capital Programs since 1982 target "System Investments" made up of State of Good Repair/Ongoing Replacement/Upgrade; and "Network Expansion"**

- **Current 2010-2014 Program: $24.3 Billion**





- **Additional Capital Costs for post-Sandy recovery: $4.75 Billion**

Financial Plan Principles

- Increase in annual recurring savings targets, achieving $1.2 Billion in 2016

- Continue three years of “net”-zero wage growth for represented employees
  - Non-represented employees are in fifth year of zero wage increases

- Regular biennial fare/toll increases

- Invest in transit services to meet growing ridership
  - Mitigate worst impacts of 2010 service reductions,
  - Improve coverage to existing markets
  - Deliver service to new markets where ridership emerging

- Invest in Capital Program by dedicating revenues to support debt service payments
  - Savings in debt service from lower interest rates reinvested in Capital Program
  - $250 Million annually set aside as down payment for support of next 2015-19 Capital Program

Looking Ahead

- Ongoing Financial Challenges
  - Out-year deficits (2014-2016) are currently projected to total $325 Million
  - MTA expenses grow faster than inflation due to high growth in costs like pension, healthcare, energy, paratransit and debt service
  - MTA must continue to find ways to drive costs down
  - Subsidy and fare/toll revenues will have to continue to rise faster than CPI

- Ongoing Capital Challenges
  - Outlook for Federal support is uncertain
  - Current MTA revenues, except for small set-aside of $250 Million, all spoken for to cover operations and previous Capital Programs
  - Core system requires continuous investment to keep region moving
  - Expansion projects underway must be advanced

- Sandy Impacts

- Yet, Promise of Greater Demand