

**MTA - nothing like tightening its belt!
aka *not a bad gig if you get it***

“The waste never ends at the MTA!” That comes to mind when reading the Daily News [article](#) that reports more than eight thousand staffers command salaries of \$100,000 or more.

For what that means Keep NYC Free performs some simple math:

$$\begin{array}{r} \$100,000 \\ \times 8,200 \\ \hline =\$820,000,000* \end{array}$$

*If the above reflects the many salaries in excess of \$100K, might we talking **ONE BILLION DOLLARS!** No chump change here.

Perhaps this helps explain the need for the “forensic accounting” the State Senate Democrats (when there was 32) included in the State's MTA finance plan. And this salary chat EXCLUDES the many consultant contracts.

No one here begrudges anyone making an honest living and performing a honest day's work.

The question remains – especially in difficult fiscal times – when taxpayer dollars (taxes, fees, fares, tolls, direct government assistance which primarily exists through taxpayers) cover costs, how any public agency allows itself to justify salary largesse across the board.

Let us know what you think.

Find the [article](#) on the next page. It includes links to the [Empire Center for New York State Policy](#), an affiliate of the [Manhattan Institute](#), which prepared the report it references.

http://www.nydailynews.com/news/2009/06/30/2009-06-30_mta_100g_salary_club_8200_strong.html

MTA has 8,200 staff members making more than \$100G

BY [Pete Donohue](#)

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More than 8,200 MTA staffers earned more than \$100,000 last year, including dozens who doubled their pay with overtime, according to an analysis of payroll records.

The biggest moneymaker at the [Metropolitan Transportation Authority](#) was then-[CEO Elliot Sander](#).

He stepped down earlier this year after [Gov. Paterson](#) said he wanted new leadership at the helm of the bus, subway and commuter train network.

Sander was paid \$290,000 last year, and his contract calls for the MTA to keep paying him for another full year despite his departure.

It's not just the executives in suits, however, in the six-figure club, according to the breakdown by the [Empire Center for New York State Policy](#), an offshoot of the conservative [Manhattan Institute](#) think tank.

A few hundred in the six-figure club were police officers, commuter train conductors, foremen and train engineers whose average overtime ranged between \$79,000 and \$103,000, the report said.

"You can't argue MTA workers are poorly paid," said [E.J. McMahon](#), [Empire Center](#) director.

At the MTA and other public agencies, top-level executives generally would make more money if toiling in the private sector for large corporations of similar size, McMahon said. The MTA has about 68,000 workers.

NYC Transit, the bus and subway division, comprises the bulk of the workforce but fewer than a dozen of the 100 highest-paid workers are in it, the report found.

More than 40 work at the [Long Island Rail Road](#).

Nearly 25 of the highest-paid MTA staffers were on the headquarter's payroll; more than half of those were police officers, detectives, lieutenants and sergeants in the [MTA Police Department](#).

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