



Long Island Rail Road



Long Island Bus

Long Island Committee Meeting

November 2009

Committee Members

M. Pally, Acting Chair

I. Greenberg

N. Shevell

V. Tessitore, Jr.



Metropolitan Transportation Authority

MEETING AGENDA

MTA LIRR/LI BUS COMMITTEE

November 9, 2009 – 9:30 a.m.

347 Madison Avenue

Fifth Floor Board Room
New York, NY

AGENDA ITEMS

Page

PUBLIC COMMENTS PERIOD	
APPROVAL OF MINUTES – OCTOBER 21, 2009	
<u>MTA LI BUS</u>	
1. LI BUS COMMITTEE WORK PLAN	1
2. STATUS OF OPERATIONS	7
3. FINANCIAL REPORT	27
4. RIDERSHIP AND REVENUE	37
5. WORK PLAN / INFORMATION ITEMS	39
2010 Preliminary Budget (Public Comment, Materials Previously Distributed)	
Service Revision N94 Westbound Travel	40
6. PROCUREMENTS	45
Non-Competitive (none)	
Competitive (none)	
Ratifications (none)	
<u>MTA LONG ISLAND RAIL ROAD</u>	
1. LIRR COMMITTEE WORK PLAN	1
2. FINANCIAL REPORT	4
3. STATUS OF OPERATIONS	26
4. MTA POLICE REPORT	44
5. CAPITAL PROGRAM REPORT	45
6. INFORMATION ITEMS:	48
2010 Preliminary Budget (Public Comment, Materials Previously Distributed)	
Gap Remediation Update	49

7. ACTION ITEMS	51
Review of Committee Charter (materials to be distributed)	52
8. PROCUREMENTS	53
Non-Competitive	57
Competitive	61
Ratifications (none)	

Date of next meeting Tuesday, December 9, 2009 at 9:30 AM

**MEETING MINUTES
MTA LIRR/LI BUS COMMITTEE
347 Madison Avenue
New York, New York
October 21, 2009 at 9:30 A.M.**

Attendees: Hon. Mitchell Pally, Hon. Nancy Shevell and Hon. Ira Greenberg.

Representing MTA/LIRR: Helena E. Williams, Albert C. Cosenza, Raymond P. Kenny, Mark D. Young, Joseph J. Calderone, John W. Coulter, Gerard Ring, Kevin Tomlinson and Dennis Mahon.

Representing MTA LI Bus: Joseph J. Smith, Norman Silverman.

Representing MTA Police Department: Kathleen Finneran.

The meeting was called to order by the Hon. Mitchell Pally.

Upon motion duly made and seconded, the minutes of the September 16, 2009 meeting were approved.

There were three public speakers: Martin H. Levinson, Katherine Liepe-Levinson and Murray Bodin.

Mr. Levinson expressed concern about the sounding of horns near the Forest Hills LIRR station, indicated that he believed that President Williams had changed the LIRR's policy regarding the sounding of horns at Forest Hills station shortly after becoming LIRR president, and stated that the policy regarding the sounding of horns had changed back. He also expressed concern that the door chimes on the LIRR's M-7 fleet were ringing more loudly than previously.

At the Committee's request, President Williams responded to Mr. Levinson's remarks. President Williams indicated the LIRR had changed its long-standing operating rules regarding the sounding of horns in response to concerns raised by local communities. She indicated that the LIRR was cognizant of community concerns about train noise and was trying to be as responsive as possible.

Ms. Liepe-Levinson also expressed concern regarding the use of horns at Forest Hills and the sounding of door chimes on the M-7 fleet, and additionally spoke regarding oversight of the LIRR by outside entities. First, Ms. Liepe-Levinson stated that increased oversight over the procurement of LIRR equipment was required since LIRR equipment is operating in a congested urban and suburban environment. Second, Ms. Liepe-Levinson requested clearer communication from the LIRR's Public Affairs Department.

Mr. Bodin noted that HOV lanes on Long Island are located near the center median and suggested that HOV lanes on Long Island highways be moved to the outside lanes. He also requested that the MTA install a countdown clock for public speakers in addition to the lights located on the public speakers' podium.

MTA LONG ISLAND BUS

Joseph Smith reported on the status of LI Bus Operations for the month of August 2009.

Operations Performance Report

Mr. Smith reported that for the month of August, both AM and PM weekday pullouts and completed trips were all above 99%, both for the month of August and for the previous 12 months.

With regard to maintenance performance of the fleet, Mr. Smith stated that bus MDBF was 2,974 miles in August, which was up 48.2% from August 2008. He further stated that this is the highest reported MDBF on record since 2005. Mr. Smith reported that the 12-month average MDBF is 7.5% higher than it was a year ago.

Mr. Smith reported that with regard to safety performance, the 12-month rate for Bus Collision per Million Miles Traveled worsened by 8.9% from last year. He stated that this was due mainly because LI Bus revised the way it counts accidents to include hit and run collisions. Mr. Smith reported that accidents are now counted the same way for all three bus companies. He further reported that the 12-month rate for Employee On-Duty Lost-Time Accidents improved by 36.9% from the 2008 level.

Mr. Smith stated that bus ridership is trending downward for both the previous 12 months through August in comparison to the previous year. Mr. Smith reported that total Fixed Route ridership decreased by 8.4% for the month of August, and was down by 4.3% for the previous 12 months. He further reported that average weekday ridership was down by 7.0% for the month of August, and down by 4.3% for the 12-month period. Mr. Smith stated that average weekend ridership was down 8.8% for the month of August, and down 5.5% for the 12-month period. He further noted that Paratransit ridership continues to increase. Mr. Smith noted that in comparison to 2008, ridership increased by 2.1% for the month of August, and 6.9% for the 12-month period.

Financial Report

Mr. Smith reported that Nassau County Legislature has reduced the original budget cut from \$2.8 million to \$1.4 million, and is hopeful that something can be done to address the reduction. Board Member Pally stated that he believes it will be part of the 2010 budget discussion and, assuming it stays in place, LI Bus will have to make the appropriate changes.

With regard to financial performance, Mr. Smith indicated that fixed route farebox revenue was lower than mid-year forecast by 6.4% for August 2009. He stated that Year-to-Date it is 1.7% below the mid-year forecast. Mr. Smith reported that Paratransit farebox revenue was better than the mid-year forecast by 10.5% for the month of August 2009. It is 4.3% above forecast for the year-to-date.

Mr. Smith reported that for the month of August 2009, Actual Non-Reimbursable Expenses, before non-cash adjustments, were lower than forecast by \$2.4 million, or 2.9%. He further reported that this under-run was primarily because of lower CNG fuel expenses, favorable adjustments to forecasted expenses for claims, and timing-related underruns for maintenance and other operating contracts.

Procurements

Mr. Smith reported that there were two non-competitive procurements for the Committee's approval. He further reported that there were no action items, ratifications or competitive procurements for the month of October 2009.

NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

MTA LONG ISLAND BUS

Procurements Requiring Two-Thirds Vote:

A. Non-Competitive Purchase and Public Works Contracts

- | | |
|--|------------------------|
| 1. Air & Power Transmission, Inc. | \$76,682 |
| Oil/Carbon Separator Kits | (not-to-exceed) |
| Contract No. E- 3919, Sole Source | |

LI Bus requests MTA Board approval to award a non-competitive, sole source, purchase contract to Air & Power Transmission, Inc. (APT), for 160 oil/carbon separator kits, in an amount not-to-exceed \$76,682. The kits will be installed on Orion V buses to filter impurities from the air system. The installations will offer cost-saving and performance benefits not limited to: (i) an increase in the useful life of driers and valves; and (ii) a reduction in the clogging of air lines to cause a decrease in air system-related road failures, including declines in door and windshield wiper system malfunctions. The kit, primarily fabricated by APT, has a proven track record in that an equivalent separator kit design is successfully installed in other MTA Regional Bus vehicles. In September 2009, LI Bus offered to convert this non-competitive procurement into a competitively bid solicitation if other providers could offer the required kits; no replies were received in response to the publicly advertised notices. APT confirms its kit quotation to LI Bus is equal to, or lower than, prices it currently offers to other transit or governmental agencies; thus, pricing is deemed fair and reasonable. The LI Bus operating budget will fund this procurement.

Procurements Requiring Majority Vote:

G. Miscellaneous Service Contracts

- | | |
|---|------------------------|
| 2. INFOR Global Solutions, Inc. | \$57,508 |
| Maintenance Service for SmartStream System | (not-to-exceed) |
| Contract No. E-3920, Sole Source, Renewal | |

On behalf of MTA Bus Company (MTABC) and itself, LI Bus requests MTA Board approval to award two noncompetitive, sole source, miscellaneous service contracts for maintenance support to INFOR Global Solutions, Inc. (INFOR) through April 2010 in an amount not to exceed \$57,508 (i.e., \$9,442 and \$48,066, respectively). This request is related to and coordinated with the MTA Business Service Center's initiative to implement a PeopleSoft ERP Financial & Human Resources System. INFOR is the sole provider of maintenance support services for an

enhanced version of the proprietary SmartStream 7.0.02 system in which MTABC and LI Bus utilize Human Resources and Payroll software.

This request is a consequence of a current implementation for an October 2008 Board approved project wherein LI Bus managed, and INFOR configured and installed, an enhanced SmartStream System for MTABC use. Thus far, the project has automated and modernized MTABC's prior payroll processes for its non-represented staff, and has evolved these into a single, deeply functional, integrated system to mirror the LI Bus Human Resource and Payroll System. The outcome greatly reduces risks and enhances performance, functionality and usability. Payroll process migration for the remaining staff, which represents 90% of the total MTABC headcount, is on target.

Both agencies will benefit from a negotiated 5% reduction in INFOR's standard support rate, and INFOR informs its prices and rates are the lowest it would offer to any of its customers or governmental agencies. Thus, prices are deemed fair and reasonable. There are no recommended alternatives as neither agency possesses the resources required to perform these services in-house. Each contract will be funded from its respective agency's operating budget.

Details of the above items are contained in Staff Summaries, copies of which are on file with the records of this meeting.

Upon motion duly made and seconded, the above procurements were approved for recommendation to the Finance Committee and the Board.

Work Plan/Information Items

Mr. Smith reported that there were no changes to LI Bus's Work Plan.

Mr. Smith stated that there were three information items to report on this month. He reported that in January 2010, the implementation of a Unified Timekeeping System (UTS) program will begin at LI Bus. He further stated that the new system will provide operations management with the tools to better manage the transportation workforce in a more efficient manner.

Mr. Smith reported on LI Bus's Capital Program Quarterly Report for the Third Quarter 2009. He further reported that LI Bus received four sedans which were put into Paratransit service. Mr. Smith stated that an open punch list of items is being addressed to close out the modifications at the Paratransit facility and the upgrade to the Hempstead Transit Center. He further noted the inclusion of the Quarterly Bus Technology Report, which covers the status of various bus technology projects in all three bus operations (LI Bus, MTA Bus and NYCT/DOB).

Mr. Silverman reported that there were two service adjustments to report as information items for the month of October 2009, details of which are on file with the records of this meeting. Mr. Smith stated that Mr. Silverman would also provide the Committee with a brief summary of LI Bus's new bus stop signs, which they will be rolling out in Nassau County.

Mr. Silverman reported that as part of LI Bus's continuing efforts to streamline core network routes, LI Bus will reschedule two routes in the Northern Boulevard corridor, the N20 that runs between Flushing Main Street and Hicksville, and the N21 that runs between Flushing Main Street and Glen Cove,

to provide more reliable, consistent and uniform service. He further reported that LI Bus believes that this area has been under serviced and has the potential for growth. Mr. Silverman stated that LI Bus will be slightly revising the path of the N20 in the vicinity of the Greenvale–Old Westbury area, where currently all trips, seven days a week, make a short detour in and out of the New York Institute of Technology to an off street sheltered area. He further stated that, with the revision, N20 weekday, peak period limited-stop trips, will no longer make this detour; all N20 weekday local trips will continue to make this detour. In addition all weekend N20 service will no longer make this detour due to very few classes on Saturdays and no classes on Sundays. Mr. Silverman noted that this change will improve reliability, deliver a better service product and will fit in with its plans to reschedule the entire corridor. He further noted that this change will begin in early January 2010 as part of LI Bus's rescheduling effort. Board Member Pally inquired whether the College will be advised of this change so they can inform commuter students. Mr. Silverman stated that he has a letter prepared to send to the College informing them of the change.

Mr. Silverman provided the Committee with a summary of LI Bus' upgrade to its bus stop information signs. Mr. Silverman noted that the upgrade is being made to the bus stop information signs and not the regulatory sign. He further noted that this upgrade is being done as part of a federal grant. Mr. Silverman stated that LI Bus is trying to improve the signage to make it more visible to the pedestrian on the street who may be approaching the bus stop from either direction. Board Member Pally inquired when they expected to begin installation. Mr. Smith stated that LI Bus expects to begin sign fabrication in about a month. Board Member Pally asked about the expected completion time for the new system. Mr. Smith stated that LI Bus expects it will take the better part of the year or more.

Mr. Smith reported that LI Bus will be providing shuttle bus support to the LIRR while they perform maintenance work over the weekend of October 24 and 25. He further reported that LI Bus also provided shuttle service last weekend. He further stated that going forward, LI Bus believes it is better for them to provide bus shuttle service because they can do it, they know the routes and have better equipment. Mr. Smith reported that LI Bus works with the LIRR to make sure that when a person's trip is interrupted there is the least amount of inconvenience as possible. Board Member Pally inquired whether LI Bus has begun implementation of smaller vehicles for Paratransit in Nassau County. Mr. Smith stated that there are four sedans in service and they were very well received. He further stated that the operator of the vehicle is able to get around much quicker with a smaller vehicle and it's turning out to be a homerun.

MTA LONG ISLAND RAIL ROAD

President Williams thanked LI Bus for their outstanding shuttle service provided to the LIRR during service outages. She reported that she would discuss the one Work Plan item – the Valley Interlocking Switch & Signal Improvements Project – later in the meeting.

Monthly Financial Report

The August ridership report is on file with the records of this meeting. Mr. Young's report to the Committee included preliminary September ridership figures. Mr. Young stated that September was another slow month for the LIRR. During the month of September total ridership was down 5.3% compared to September 2008. He further stated that commutation was down 9.9%. Mr. Young noted that the employment situation in the region is affecting commutation. He reported that non-commutation ridership was up 1.7% in the month of September, the first month since April that the LIRR has seen an increase in this category. Mr. Young stated that leisure travel ridership was up 27%. Mr. Young reported

that year-to-date the LIRR has transported 63 million customers, which is 4.9% less than 2008. He indicated that ridership is down less than 1% versus our forecast because of the LIRR had adjusted its forecast in the July plan. Mr. Young noted that the LIRR transported 8,341 riders on the new Meadowlands service. He stated that that most of these customers attended football games, although about 1,600 attended concerts.

Mr. Young next addressed the August year-to-date budget data, details of which are on file with the records of this meeting. Mr. Young stated that year-to-date total revenues are \$477 million, which is slightly better than forecast, despite lower farebox revenues. He further stated that the LIRR has generated additional revenue from Capital Reimbursement and other types of revenue such as advertising and real estate. Expenses were \$1.1 billion or 1.5% favorable to forecast. On the Labor side, expenses were 1.0% within budget. Non-Labor expenses were \$23 million favorable to forecast, largely due to the timing of maintenance contracts, expenditures and usage of materials. Mr. Young reported that the farebox operating ratio is 43.5%, which is 0.7% better than it was through July.

Monthly Operating Report

President Williams provided the Committee with a report on the LIRR's review, investigation and corrective action as a result of an August 1, 2009 train incident. She stated that on August 1, 2009 a westbound equipment train copied a train order and established a meet with another train at Bridgehampton superseding a previous train order which had the original meet of the two trains passing as they traveled in opposite directions at Southampton. President Williams reported that the conductor did not deliver a copy of the train order to the engineer and at approximately 3:30 AM, the engineer operated past the Bridgehampton station. After the meet was changed a train dispatcher failed to follow a procedure rescinding the westbound train's authority to proceed past the Bridgehampton location. She further reported that the engineer was advised that the train was supposed to meet and the engineer stopped the train. The eastbound train was aware of the second train order and saw the train and its headlights, applied the train brakes and the train came to a stop approximately 700 feet from the westbound train.

President Williams noted that the area where this incident occurred is not signalized and depends heavily on strict adherence to all operating rules. She further stated that there are two procedures designed to ensure safe operation: the requirement that the conductor deliver the train order to an engineer and the requirement that the dispatcher clear through the block operator that everyone has received the correct orders. President Williams reported that this incident involved a breakdown in both of those procedures. She further reported that the LIRR has conducted a complete review of all of the LIRR's procedures and developed a new corrective action plan, primarily focused on ensuring that correct supervision is in place and also including more restrictive protocols regarding the delivery and confirmation of train orders. Management is auditing compliance with these new procedures and will discipline employees for non-compliance as necessary. The corrective action plan also includes the designation of a qualified supervisor designated as a single point of contact for coordinating all of the activities for this particular territory.

President Williams reported that the LIRR has also implemented enhanced training for train crews, dispatchers and supervisors, including a special class on train orders that was added to the conductor qualification program. President Williams stated that the LIRR is also looking into some of the FRA's crew management training modules and is reviewing the FRA's near miss program. This pilot program includes four railroads -- one inner city railroad, two freight carriers, and one commuter railroad (New Jersey Transit). President Williams stated that this program involves a secure phone system to allow near misses to be reported to FRA. Although LIRR was not invited to participate in this pilot program, President

Williams noted that the FRA will share information about the program and indicated that the LIRR will review the FRA information with a view toward implementing a similar program at the LIRR. She further noted that the LIRR will need to balance the need for increased reporting with its own internal procedures for investigating incidents and imposing discipline where appropriate. President Williams stated that the LIRR will conduct ongoing reviews and audit compliance with the new procedures and will be very intensely scrutinizing the East End operation in unsignalized territory. She further stated that Raymond Kenny, LIRR's Senior Vice-President for Operations, began an extremely comprehensive review of the incident immediately thereafter, and she asked Mr. Kenny to provide the Committee with any additional comments from an operational perspective. Mr. Kenny stated that the LIRR is committed to making sure that its supervisors are fully trained and will be working closely with the crews that are working in that area.

Board Member Greenberg expressed concern about the culture on the LIRR and the commitment to safety. He indicated that while he appreciated the LIRR's efforts to implement a near miss program like the FRA program, he expressed concern as to whether crew members cover for each other. President Williams stated that the LIRR is concerned about incidents occurring that supervision and management never become aware of and indicated that a near miss program, which would permit anonymous reports, may lead to increased reporting of these types of incidents. President Williams also indicated that management would be doing increased spot-checking of the recorded radio transmissions and phone calls between block operators and dispatchers. Board Member Greenberg stated that he was concerned that there appeared to have been a double failure in this case.

Mr. Kenny next delivered operating report for the month of September, details of which are on file with the records of this meeting.

Mr. Kenny reported that overall On-Time-Performance ("OTP") for the month of September 2009 was 95.61%, a new record. He further reported that the AM Peak OTP was 96.58%, the PM Peak OTP was 93.76% and the Off-Peak OTP was 95.77%. Mr. Kenny indicated that LIRR set the following new year-to-date records: overall OTP through September 30, 2009 was 95.58%; AM Peak was 96.23%, PM Peak was 93.76% and Off-Peak was 95.08%. Mr. Kenny stated that the LIRR had seven 100% rush hours, six during the AM and one during the PM rush hour. He further reported that year-to-date, there have been 63 100% rush hours, which is short of our record of 66 that was set in 1993. Mr. Kenny stated that AM car availability was met every day of the month. He further stated that the MDBF goal was also exceeded for the M-3s, C-3s, DEs, and also exceeded the MDBF goal for the total fleet. Mr. Kenny reported that the M-7s exceeded the increased MDBF goal of 300,000 miles.

Mr. Kenny reported that the most significant major event during the month occurred on Friday, September 25, 2009. There was a track condition found in the Jay Interlocking and a second problem was found in Line 4, which resulted in a total of 41 late trains. He further reported that the LIRR handled ridership related to Mets home games and the U.S. Tennis Open. Mr. Kenny noted that the LIRR carried 44,000 people to the U.S. Tennis Open and indicated that the LIRR had been assisted in this effort by the MTA Police Department. Mr. Kenny reported that the MTA Police also has assisted the LIRR in the planning of the Valley Interlocking outage for the weekend of October 24 and 25.

Board Member Greenberg expressed concern about the diesel fleet. He noted that the Diesel Task Force had attended the last meeting of the Commuter Council. Board Member Greenberg stated that although the meeting was very informative, he would like the LIRR to provide the Council with an update on the diesel fleet on either a quarterly or semi-annual report. Board Member Greenberg stated that he was concerned about overhauls and indicated that he wanted the record of the minutes to reflect that it should be looked into if the overhaul schedule is going to be postponed. President Williams stated that the LIRR will

provide the Council with some follow-up information on how the LIRR manages its shop reconfiguration overhaul.

MTA Police Department Report

Chief Kathleen Finneran reported that for the month of September, there were seven reportable major felonies. She further reported that there was a slight increase in grand larcenies, which the MTA Police is monitoring closely. Chief Finneran stated that the MTA Police is working with LIRR Transportation for the upcoming outage at Valley Interlocking for the weekend of October 24 and 25. She further stated that they will details in place in all of the busing locations as well as extra patrols on the central branch to protect that branch during the outage.

Capital Program Highlights

Kevin Tomlinson presented LIRR's Capital Program Highlights for the month of September 2009, details of which are on file with the records of this meeting. A copy of the report on the LIRR's Capital Program goals, commitments, starts, completions and closeouts for the 2009 calendar year is also on file with the records of this meeting.

PN-6Y LCM SHOP CONSTRUCTION

Milestone: Construction Start

A construction contract for shop reconfiguration and equipment replacement at Hillside Maintenance Complex was awarded to Skanska USA Civil Northeast Inc. for \$34,900,000 on September 15. This project plays a critical role in the Railroad's ability to implement safe and effective life cycle maintenance for the fleet. Following phases will provide some alterations to West Side, Richmond Hill, and Morris Park maintenance facilities and will be funded in future programs. Completion of the Hillside Maintenance work is expected in the 1st Quarter of 2012.

PN-B3 POWELL CREEK AND HOG ISLAND CHANNEL BRIDGE REPLACEMENT

Milestone: Construction Start

A construction contract for replacement of Powell Creek Bridge and Hog Island Channel Bridge on the Long Beach Branch was awarded to Kiewit Constructors, Inc., for \$15,927,000 on September 11. Both are 80 year old multiple span bridges with timber supports. The work includes concrete filled pipe pile supports, pre-stressed concrete bridge decks and abutments, safety walkways, and improvements to the track and channel bed. Completion is expected in the 2nd quarter of 2010.

PN-B9 DUTCH KILLS (DB) BRIDGE REHABILITATION

Milestone: Construction Start

A construction contract for rehabilitation of DB Bridge in Long Island City was awarded to Kiewit Constructors, Inc. for \$1,023,000 on September 11. DB Bridge, rebuilt circa 1893, is a two span steel through-truss swing bridge with a central pivot pier supported by timber piles. The work includes repair of the timber piles and concrete abutments. Completion is expected in the 1st quarter of 2010.

PN-B5

REHABILITATION OF PORT WASHINGTON RETAINING WALLS / BRIDGE ABUTMENTS

Milestone: Construction Start

A construction contract for the rehabilitation of up to 5,700 LF of semi-gravity retaining walls and adjoining abutments for 6 bridges and a pedestrian underpass on the Port Washington Branch was awarded to DeFoe Corporation for \$14,254,582. The work includes repair of concrete cracking, spalling, water infiltration and loss of section, as well as installation of soil nails and ground anchors to increase the stability of the walls. Completion is expected in the 3rd quarter of 2011.

INFORMATION ITEMS- PROJECT UPDATES

MTA POLICE FACILITY - CENTRAL ISLIP

- 1st floor structural steel and cold form metal framing erected.
- 2nd floor structural steel in fabrication.
- Planter area footing completed.

ATLANTIC AVENUE VIADUCT - PHASE I

- Column repair work continued.
- Installation of temporary supports for structural steel replacement continued.
- To date, 71 of 87 full spans were replaced with new structural steel and catwalk.

ATLANTIC AVENUE VIADUCT - PHASE 2A

- Kickoff meeting held on September 17.

EAST SIDE ACCESS - LIRR ACTIVITIES

- The Vendors for the Harold Interlocking Central Instrument Locations and Supervisory Control Systems Contracts continued to prepare contract-required design and staging submittals for review.
- At Harold, LIRR Track installed switches, switch points, and insulated joints for 863 crossover. LIRR signal continued installing various components for Stage 1 switch installations.
- LIRR supported the Contractor work in Harold Interlocking by providing Force Account support and Roadway Worker Protection.
- LIRR continued to support ongoing design development for the tunnel systems and LIRR GCT Terminal.
- Contractors' feedback was received in response to the Request for Expression of Interest (RFEI) process for Systems Contracts. In September, MTACC procurements, ESA, and LIRR met with the Contractors as part of the RFEI procurement process. LIRR continued to support MTACC and ESA in this process.

ATLANTIC AVENUE TERMINAL

- Installation of canopy glass, final inspection, and punchlist work on stonework and the curtain wall commenced.
- Floor and wall finishes in restrooms completed and installations of restroom furnishings commenced.
- Electrical installations of LIRR employee offices completed and installation of cabinetry in ticket selling area commenced.

MAIN LINE CORRIDOR IMPROVEMENTS

- Work progresses on internal review.

LIRR CAPITAL PROGRAM GOALS

A copy of the report on the LIRR's Capital Program goals, commitments, starts, completions and closeouts for the 2009 calendar year, is on file with the records of this meeting.

Work Plan / Information Items:

President Williams reported that there was one information item: the November schedule adjustments to accommodate ongoing track work. Details of this item are on file with the records of this meeting. She indicated that the LIRR will be using the period before the winter months to get a number of important projects completed. She noted that the Shore Road bridge replacement and drainage work project will be performed on two consecutive weekends, November 14 and 15 and the November 21 and 22.

Procurements

President Williams requested approval of three procurements: two non-competitive procurements and one ratification. There were no competitive procurements.

President Williams emphasized the effort being made by the agencies to increase joint procurements. The first procurement is a non-competitive procurement with Harsco Rail, which involves the LIRR, Metro-North and SIRTOA for infrastructure equipment used by all three railroads. The second procurement is a sole source contract with Rails Company, on behalf of both the LIRR and Metro-North, for a three-year period on repair and maintenance of railroad switch heaters. President Williams reported that there was one ratification involving First Data Government Solutions to continue to provide LIRR with maintenance on its current Mail & Ride Interactive Voice Recognition system.

Upon motion duly made and seconded, all procurement actions and ratification were approved for recommendation to the Finance Committee and the Board. Details of the above items are set forth in Staff Summaries, copies of which are on file with the records of this meeting.

President Williams reported on the Valley Interlocking Switch and Signal Improvements Project. She noted that this is a \$60 million project that has been performed over a number of years, culminating in work to be performed on the weekend of October 24 and 25 to cut over from the old system to the new micro-processor based system. President Williams stated that there will be no train service on the South Shore branches on the weekend of

October 21, 2009

the cutover, and stated that the LIRR's service plan for that weekend includes some substitute bus service provided by LI Bus. She indicated that the LIRR is encouraging its customers to use branches that are not affected by the outage.

President Williams indicated that the LIRR had posted a video about the Valley Interlocking project and outage on its Facebook page, and then played the video for Committee members. A copy of the video presentation is included in on file with the records of this meeting. President Williams introduced Pete Palamaro, who appears in the video, and thanked him for doing an outstanding job. President Williams stated that the LIRR has done a massive public outreach in connection with the weekend outage.

Board Member Pally stated that the Valley Interlocking work is the culmination of all the work the LIRR has been doing all these years in connection with the Valley Interlocking project. President Williams noted the extensive testing that will be required in connection with the cutover.

Board Member Pally noted that the next Committee meeting was November 9.

Adjournment:

Upon motion duly made and seconded, the Board unanimously voted to adjourn the meeting.

Respectfully submitted,


Dowlat Persad
Assistant Secretary



Status Report

November 2009

LIRR/LI Bus Committee Meeting
Tuesday, November 10, 2009 @ 9:30 AM
MTA
5th Floor Board Room
347 Madison Avenue
New York, NY 10017

Long Island Bus Committee Work Plan

I. RECURRING AGENDA ITEMS

Approval of Minutes
Committee Work Plan
Operations Performance Summary
Procurements
Service Changes (if any)
Tariff changes (if any)
Action Items (if any)

Responsibility

Committee Chair & Members
Committee Chair & Members
President
President
Service Planning
Service Planning
As listed

II. SPECIFIC AGENDA ITEMS

Responsibility

November 2009

2010 Preliminary Budget (Public Comment)
Review Committee Charter

December 2009

2010 Final Proposed Budget

Finance

January 2010

Capital Program Update
Bus Tech Report

Capital Program Management
Transportation Operations

February 2010

Preliminary Review of 2009 Operating Results
Adopted Budget/Financial Plan 2010-2013

Finance
Finance

March 2010

April 2010

Capital Program Update
Final Review of 2009 Operating Budget Results
Bus Tech Report

Capital Program Management
Finance
Transportation Operations

May 2010

June 2010

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

July 2010

Capital Program Update
Updated Forecast for 2010/2011 Preliminary Budget/
2011-2014 Financial Plan
Bus Tech Report

Capital Program Management
Finance
Transportation Operations

August 2010

No meeting

September 2010

2011 Preliminary Budget (Public Comment)

Finance

October 2010

Capital Program Update
2011 Preliminary Budget (Public Comment)
Bus Tech Report

Capital Program Management
Transportation Operations

Long Island Bus Committee Work Plan

Detailed Summary

I. RECURRING

Approval of Minutes

Approval of the official proceedings of the previous month's Committee meeting

LI Bus Work Plan

A monthly update of any edits and/or changes in the work plan.

Operations Performance Summary

Performance summary of bus and paratransit service including safety, finance, ridership

Capital Program Plan achievements

Key indicators: pull-out performance, equipment availability, mean distance between failures.

Procurements

Actions requiring Board approval and items for Committee and Board information

Order of items: Procurement Summary, Resolution, Non-Competitive, Competitive,

Ratifications

Includes items that require a 2/3 vote of the Board for approval.

Service Changes

Service proposals for committee information and for Board approval, when required.

Outline of various initiatives affecting bus service (i.e. bus route path revisions).

Tariff Changes

Proposals for Board approval of changes affecting LI Bus fare policy structure.

Action Items

Staff summary documents presented to the Board for approval of items affecting business standards and practices

II. SPECIFIC AGENDA ITEMS

NOVEMBER 2009

2010 Preliminary Budget

Public comment will be accepted on the 2010 Preliminary Budget.

Review Committee Charter

Annual review of LIRR/LI Bus Committee Charter for Committee revision/approval.

DECEMBER 2009

2010 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2010.

JANUARY 2010

Capital Program Update

Summary presentation on the status of LI Bus's Capital Program for the fourth quarter of 2009. This report includes capital program milestones achieved and active project status reports.

Bus Tech Report

A quarterly report to inform the Committee of progress made in bus technology programs.

FEBRUARY 2010

Preliminary Review of 2009 Budget Results

The Agency will present a brief review of its 2009 budget results.

FEBRUARY 2010 (cont'd)

Adopted Budget/Financial Plan 2010-2013

The agency will present its revised 2010-2013 Financial Plan. These plans will reflect the 2010 Adopted Budget and an updated Financial Plan for 2010-2013 reflecting the out-year impact of any changes incorporated into the 2010 Adopted Budget.

MARCH 2010

APRIL 2010

Capital Program Update

Summary presentation on the status of LI Bus's Capital Program for the first quarter of 2010. This report includes capital program milestones achieved and active projects status reports.

Final Review of 2009 Operating Budget Results

A review of the prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

Bus Tech Report

A quarterly report to inform the Committee of progress made in bus technology programs.

MAY 2010

JUNE 2010

JULY 2010

Capital Program Update

Summary presentation on the status of LI Bus's Capital Program for the second quarter of 2010. This report includes capital program milestones achieved and active project status reports.

Updated Forecast for 2010/2011 Preliminary Budget/2011-2014 Financial Plan

Agencies will present an updated forecast for 2010, a preliminary budget for 2011, and an updated Financial Plan through 2014 which will be presented at the Special Finance Committee Meeting with the Board.

Bus Tech Report

A quarterly report to inform the Committee of progress made in bus technology programs.

AUGUST 2010

No meeting

SEPTEMBER 2010

2011 Preliminary Budget

Highlights of the 2011 Preliminary Budget will be presented to the Committee. Public comment will be accepted on the 2011 Budget.

OCTOBER 2010

Capital Program Update

Summary presentation on the status of LI Bus's Capital Program for the third quarter of 2010. This report includes capital program milestones achieved and active project status reports.

2011 Preliminary Budget

Public comment will be accepted on the 2011 Preliminary Budget.

Bus Tech Report

A quarterly report to inform the Committee of progress made in bus technology programs.

Long Island Bus Monthly Operations Performance Summary

Statistical results for the month of September 2009 are shown below. Details on each indicator are provided in the following pages

Indicator	Current Month: September 2009			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change

BUS

AM Weekday Pullout Performance	99.98%	100.00%	0.0%	99.92%	100.00%	-0.1%
PM Weekday Pullout Performance	99.98%	100.00%	0.0%	99.99%	100.00%	0.0%
Mean Distance Between Failures	3,980	1,836	116.8%	2,257	1,971	14.5%
Mean Distance Between Service Interruptions ¹	2,311	4,506	-48.7%	2,598	4,334	-40.1%
Percentage of Completed Trips	99.61%	99.59%	0.0%	99.55%	99.56%	0.0%

SAFETY

Customer Accidents/Million Customers*	1.85	N/A		1.06	N/A	
Customer Accident Injuries/Million Customers*	1.85	N/A		0.97	N/A	
Collisions/Million Miles ²	32.98	34.30	-3.8%	35.21	32.69	7.7%
Collision Injuries/Million Miles*	1.94	N/A		2.22	N/A	
Employee On-Duty Lost-Time Accidents per 100ee	6.26	1.25	401.2%	3.20	3.84	-16.6%

BUS RIDERSHIP AND REVENUE

Fixed Route Ridership	2,702,405	2,878,917	-6.1%	31,084,748	32,833,435	-5.3%
Farebox Revenue	3,714,219	3,694,645	0.5%	40,232,154	40,915,775	-1.7%
Average Weekday Ridership	109,687	117,534	-6.7%	103,604	109,006	-5.0%
Average Weekend Ridership	45,049	45,386	-0.7%	42,908	45,286	-5.3%

PARATRANSIT

Weekday Pullout Performance	98.93%	103.59%	-4.5%	99.63%	101.22%	-1.6%
Mean Distance Between Failures	13,776	9,155	50.5%	6,539	6,181	5.8%
Percentage of Completed Trips	93.71%	93.29%	0.5%	92.67%	92.79%	-0.1%

PARATRANSIT RIDERSHIP AND REVENUE

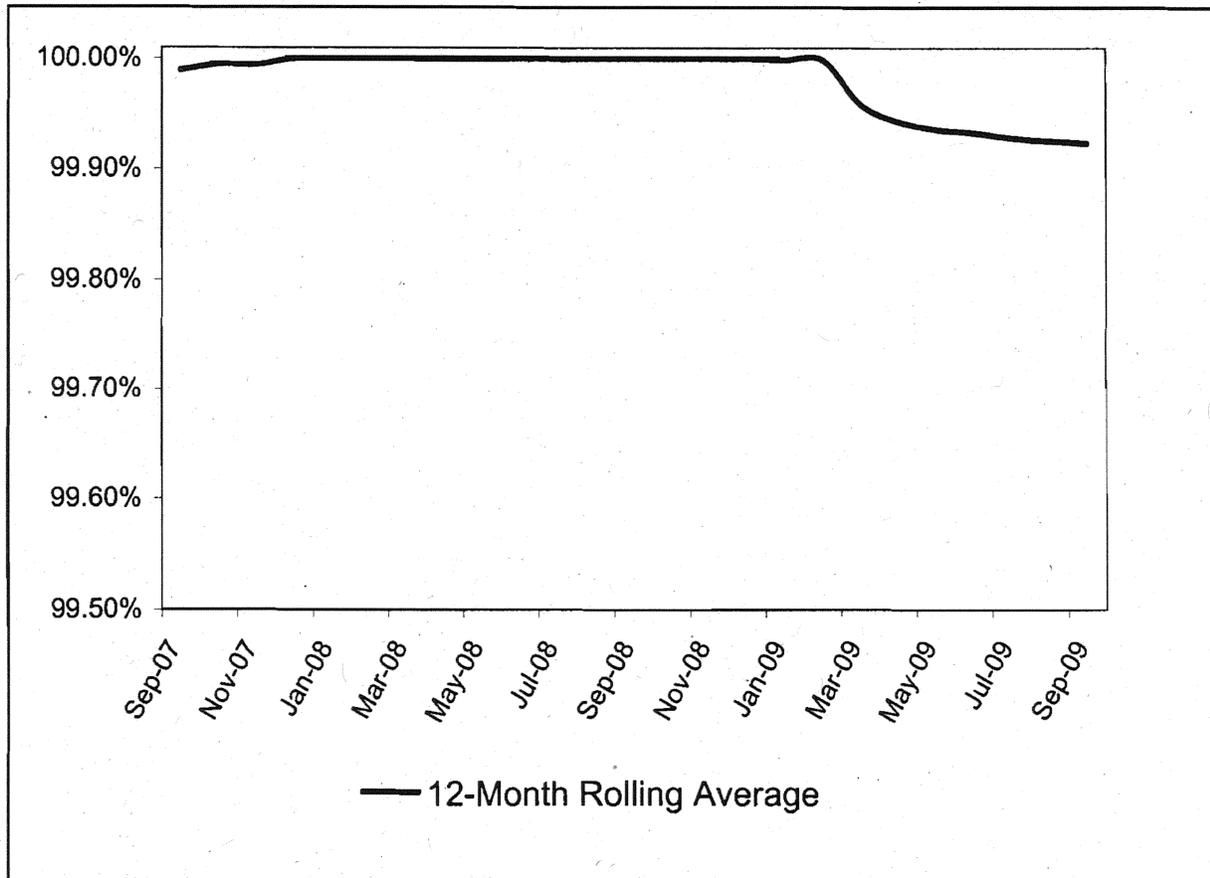
Ridership	33,880	32,762	3.4%	391,834	370,317	5.8%
Revenue	114,823	103,472	11.0%	1,262,283	1,164,020	8.4%

*New for 2009; 12-Month Average reflects the Year-to-date

1- MDBSI: In April 2009 reporting for this indicator is now standardized with bus operations of New York City Transit Bus and MTA Bus.

2- Collisions/Million Miles: In 2009 includes hit and run Collisions for reporting, same as done for New York City Transit Bus and MTA Bus.

Bus AM Weekday Pullout Performance



Definition

The percent of required buses and operators available in the AM peak period.

Monthly Results

September 2009: 99.98%
 September 2008: 100.00%
 September 2007: 100.00%

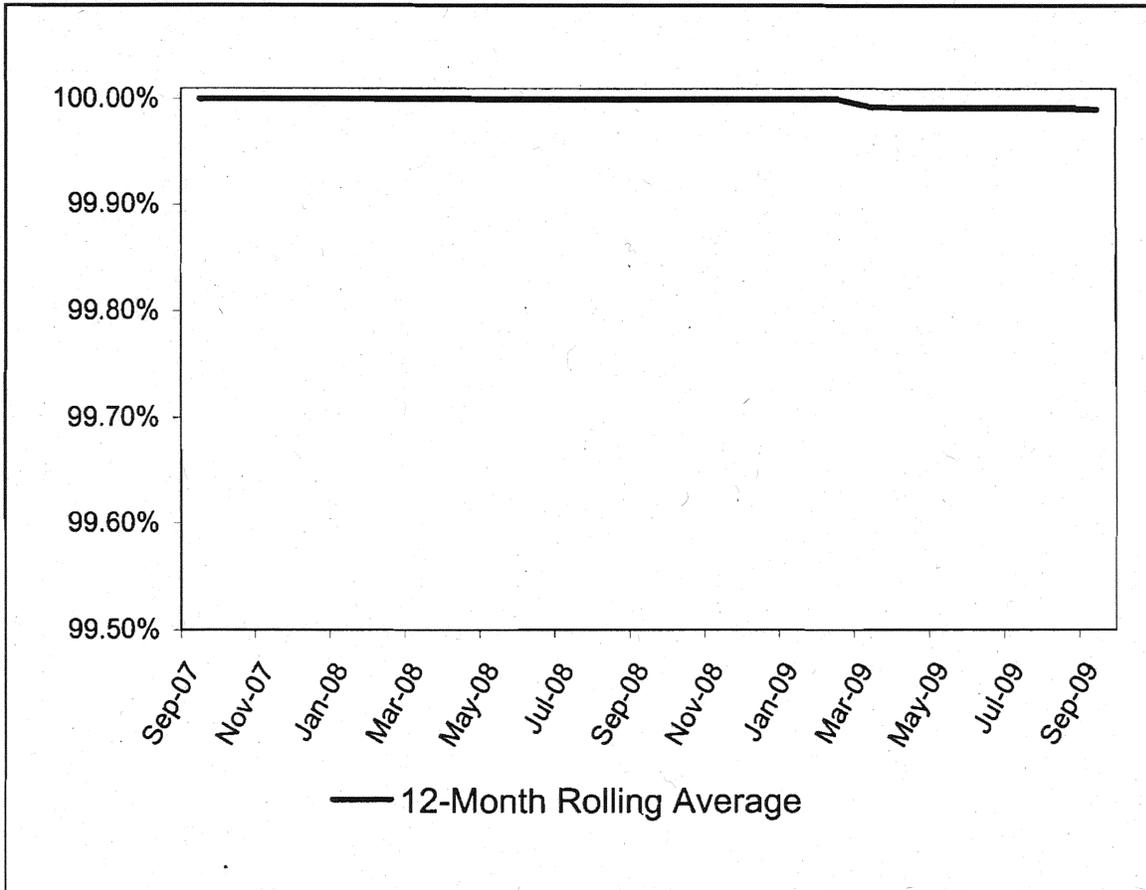
12-Month Average

Oct 08-Sep 09: 99.92%
 Oct 07-Sep 08: 100.00%
 Oct 06-Sep 07: 99.99%

Annual Results

2009 Goal: 99.85%
 2008 Actual: 100.00%
 2007 Actual: 100.00%

Bus PM Weekday Pullout Performance



Definition

The percent of required buses and operators available in the PM peak period.

Monthly Results

September 2009: 99.98%
 September 2008: 100.00%
 September 2007: 100.00%

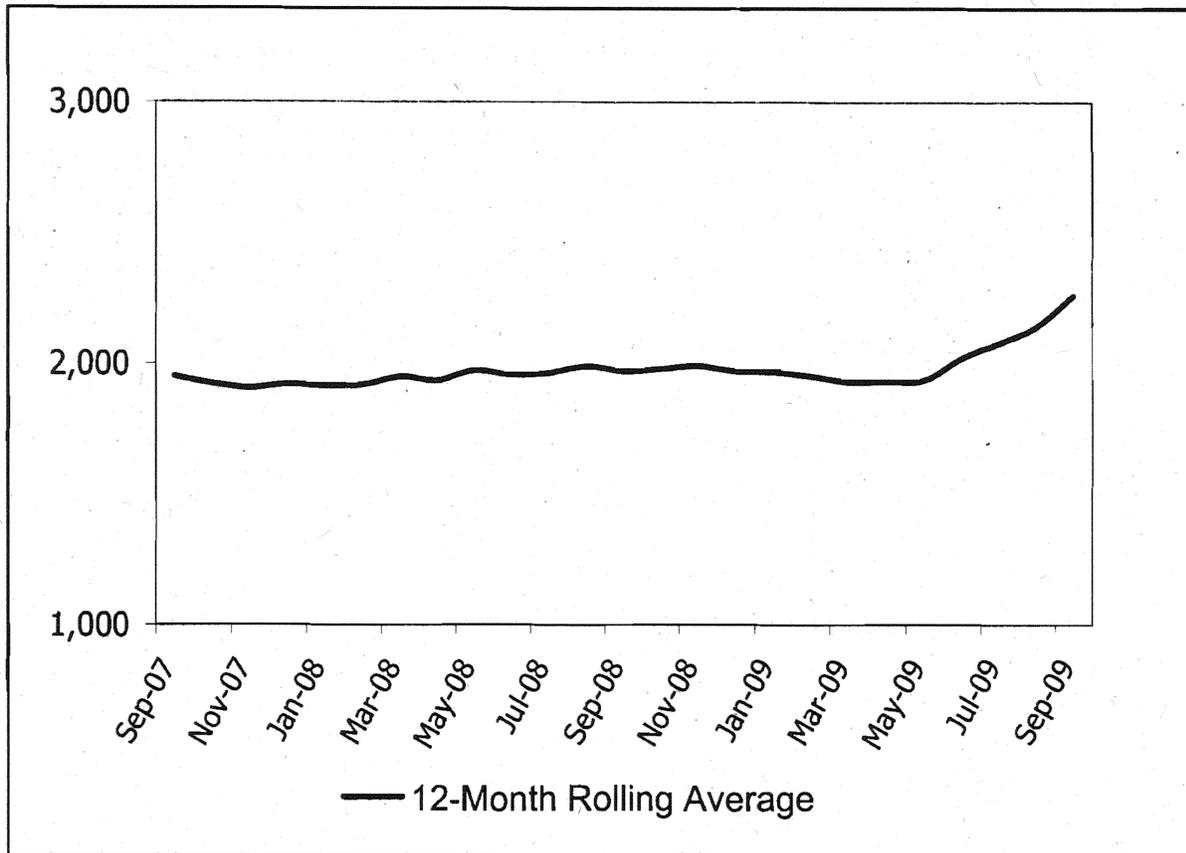
12-Month Average

Oct 08-Sep 09: 99.99%
 Oct 07-Sep 08: 100.00%
 Oct 06-Sep 07: 100.00%

Annual Results

2009 Goal: 99.85%
 2008 Actual: 100.00%
 2007 Actual: 100.00%

Bus Mean Distance Between Failures



Definition

Bus Mean Distance Between Failures(MDBF) measures the average miles between mechanical road calls. It indicates the mechanical reliability of the fleet.

Monthly Results

September 2009: 3,980
 September 2008: 1,836
 September 2007: 2,045

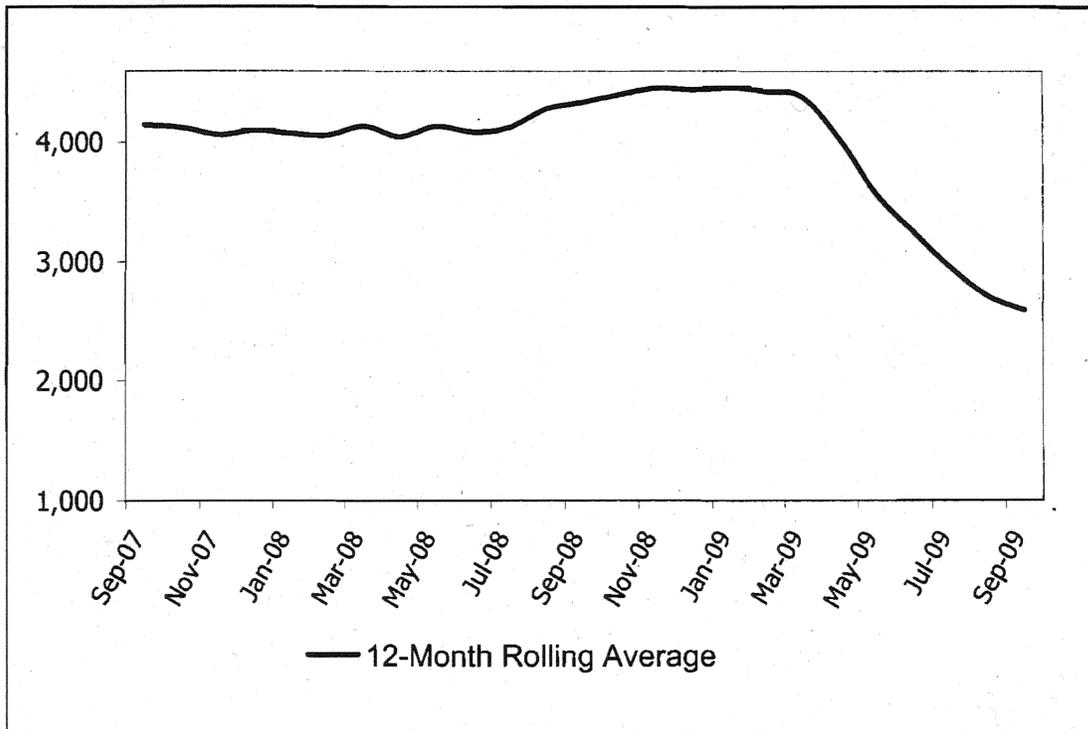
12-Month Average

Oct 08-Sep 09: 2,257
 Oct 07-Sep 08: 1,971
 Oct 06-Sep 07: 1,951

Annual Results

2009 Goal: 2,103
 2008 Actual: 1,971
 2007 Actual: 1,921

Bus Mean Distance Between Service Interruptions



Definition

The average distance traveled by a bus between all delays and/or inconveniences to customers within a 12-month period. All road calls caused by both mechanical and non-mechanical failures are included.

Monthly Results

September 2009: 2,311
 September 2008: 4,506
 September 2007: 3,846

12-Month Average

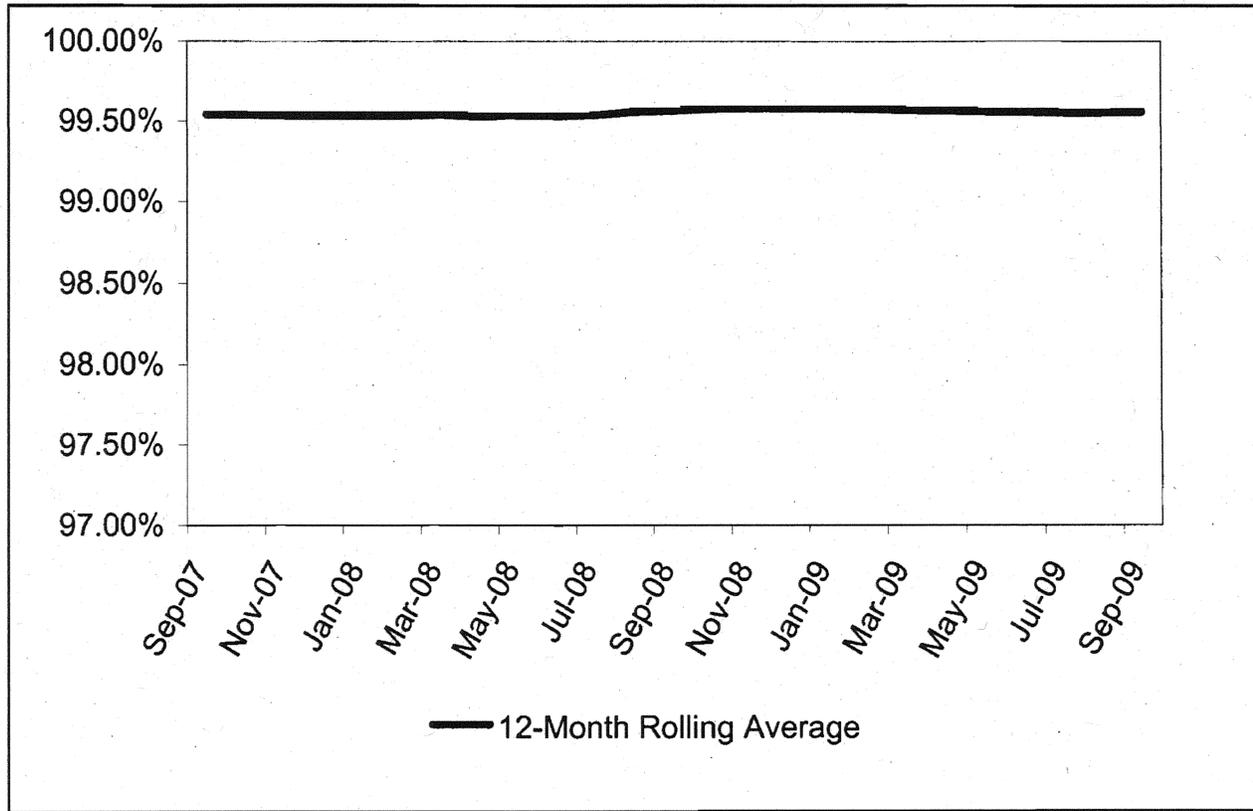
Oct 08-Sep 09: 2,598
 Oct 07-Sep 08: 4,334
 Oct 06-Sep 07: 4,145

Annual Results

2009 Goal: 2,752
 2008 Actual: 4,438
 2007 Actual: 4,100

* In April 2009 reporting for this indicator is now standardized with bus operations of New York City Transit Bus and MTA Bus.

Bus Percentage of Completed Trips



Definition

The percent of scheduled trips completed system wide for the 12-month period.

Monthly Results

September 2009: 99.61%
 September 2008: 99.59%
 September 2007: 99.51%

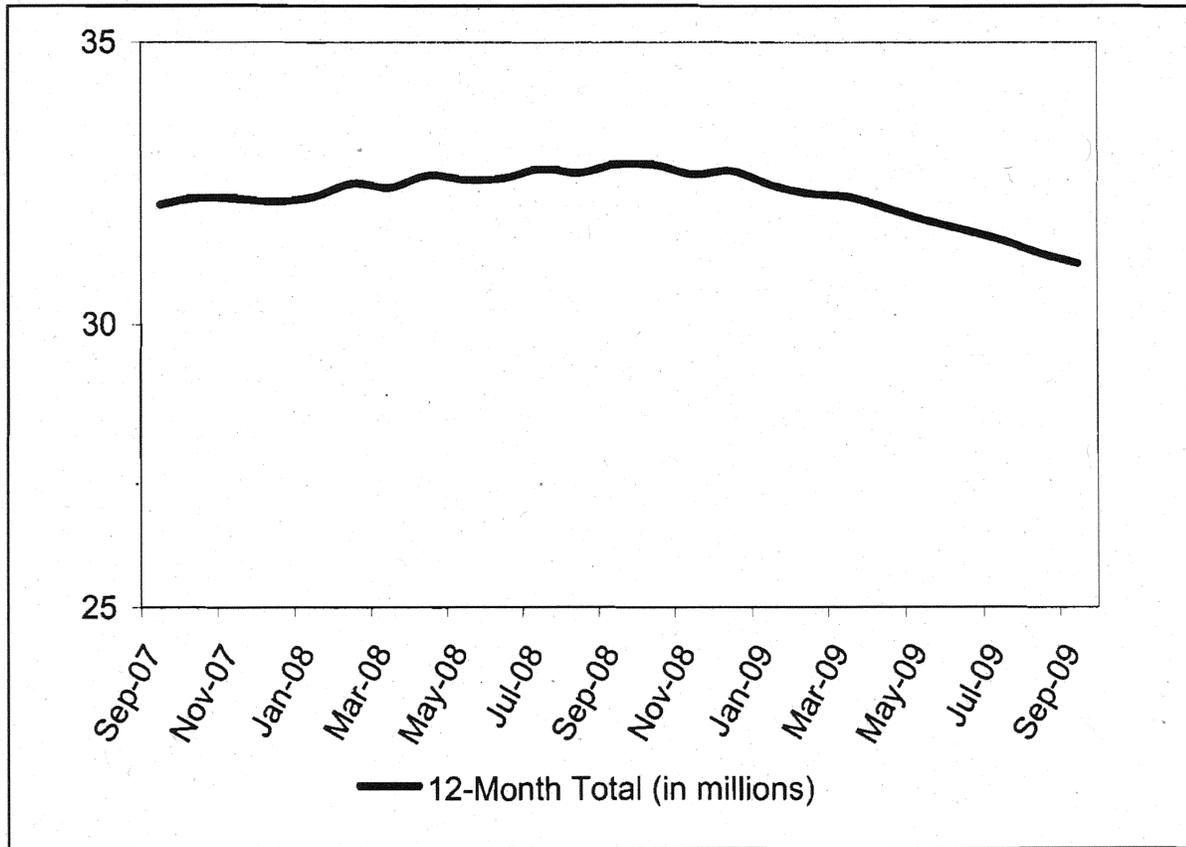
12-Month Average

Oct 08-Sep 09: 99.55%
 Oct 07-Sep 08: 99.56%
 Oct 06-Sep 07: 99.54%

Annual Results

2009 Goal: 99.40%
 2008 Actual: 99.58%
 2007 Actual: 99.53%

Fixed Route Ridership



Definition

The above chart shows the 12-Month Total Fixed Route Ridership

Monthly Results

September 2009: 2,702,405
 September 2008: 2,878,917
 September 2007: 2,727,802

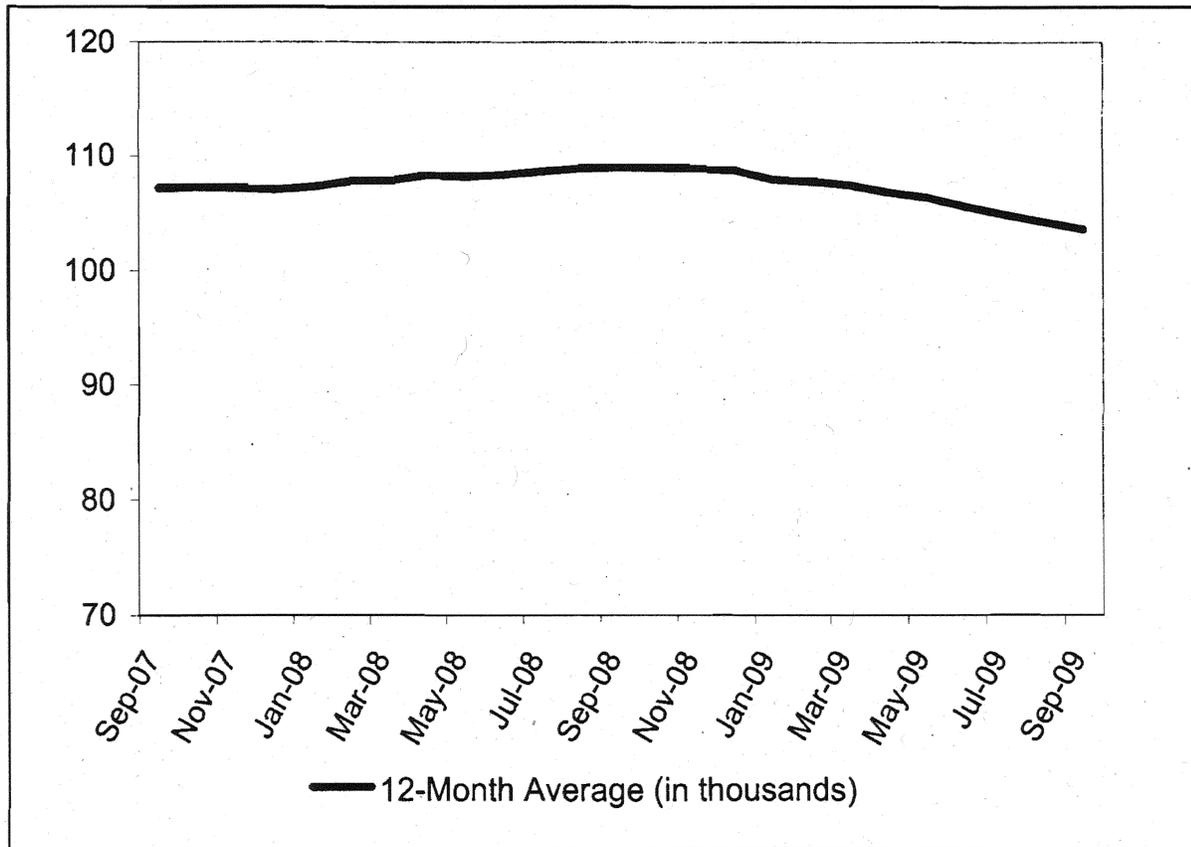
12-Month Total

Oct 08-Sep 09: 31,084,748
 Oct 07-Sep 08: 32,833,435
 Oct 06-Sep 07: 32,123,155

Annual Results

2009 Goal: 32,565,000
 2008 Actual: 32,707,611
 2007 Actual: 32,172,149

Average Weekday Ridership



Definition

The above chart shows the 12-Month Average Weekday Ridership

Monthly Results

September 2009: 109,687
 September 2008: 117,534
 September 2007: 116,269

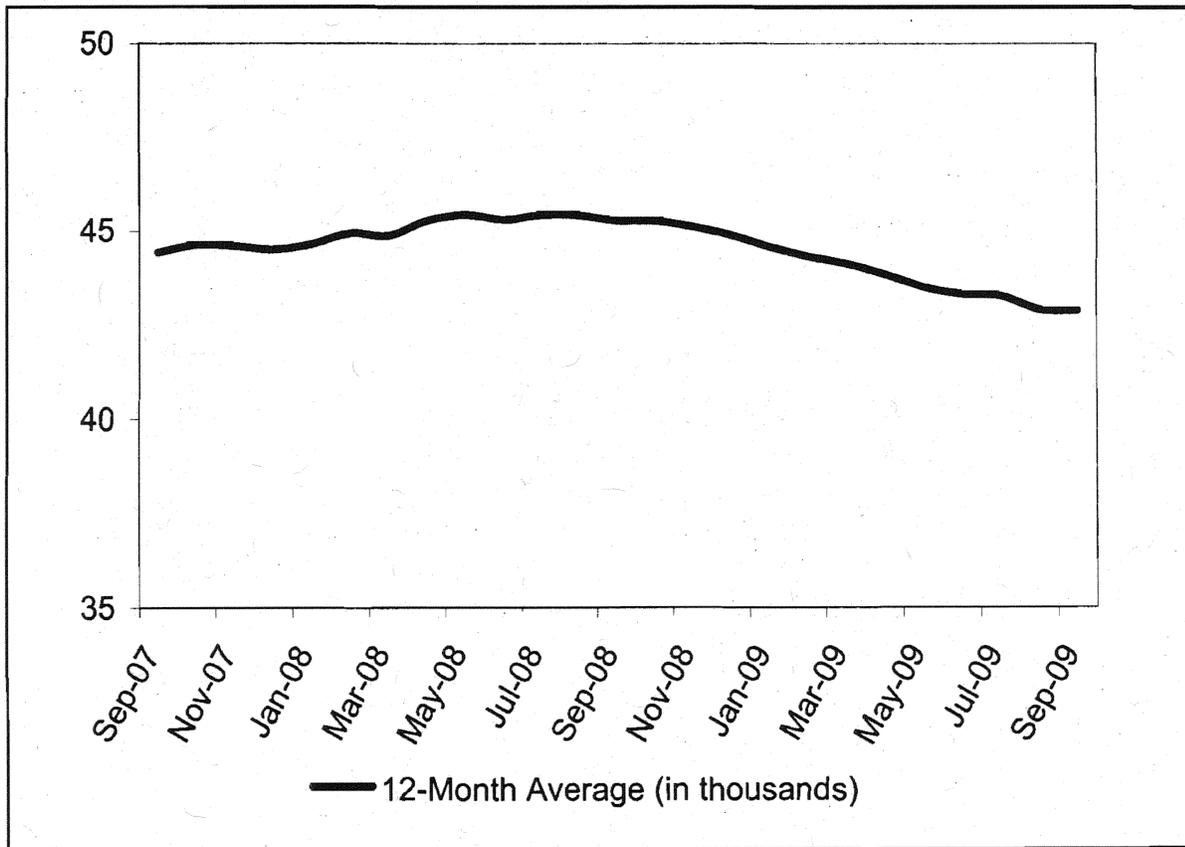
12-Month Average

Oct 08-Sep 09: 103,604
 Oct 07-Sep 08: 109,006
 Oct 06-Sep 07: 107,179

Annual Results

2009 Goal: N/A
 2008 Actual: 108,730
 2007 Actual: 107,084

Average Weekend Ridership



Definition

The above chart shows the 12-Month Average Weekend Ridership

Monthly Results

September 2009: 45,049
 September 2008: 45,386
 September 2007: 47,098

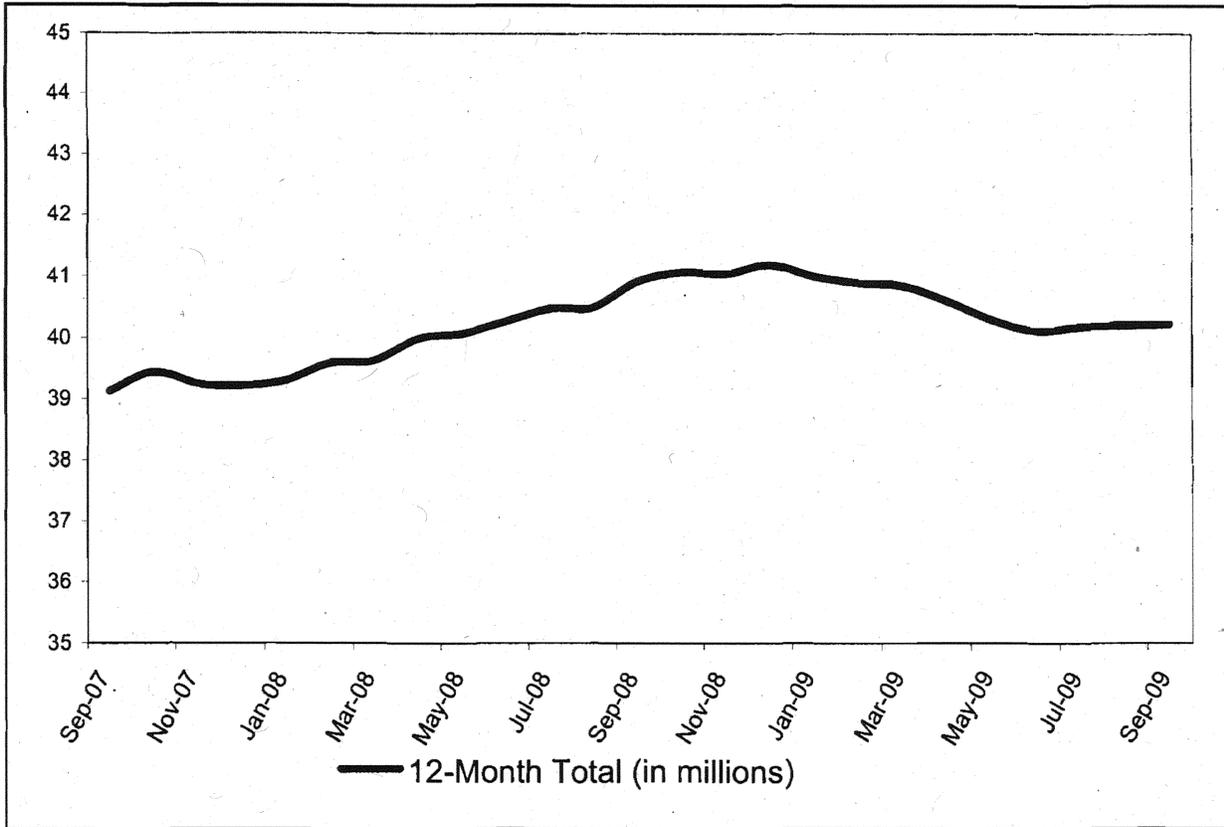
12-Month Average

Oct 08-Sep 09: 42,908
 Oct 07-Sep 08: 45,286
 Oct 06-Sep 07: 44,441

Annual Results

2009 Goal: N/A
 2008 Actual: 44,905
 2007 Actual: 44,522

Farebox Revenue



Definition

The above chart shows the 12-Month Total Farebox Revenue

Monthly Results

September 2009: 3,714,219
 September 2008: 3,694,645
 September 2007: 3,285,934

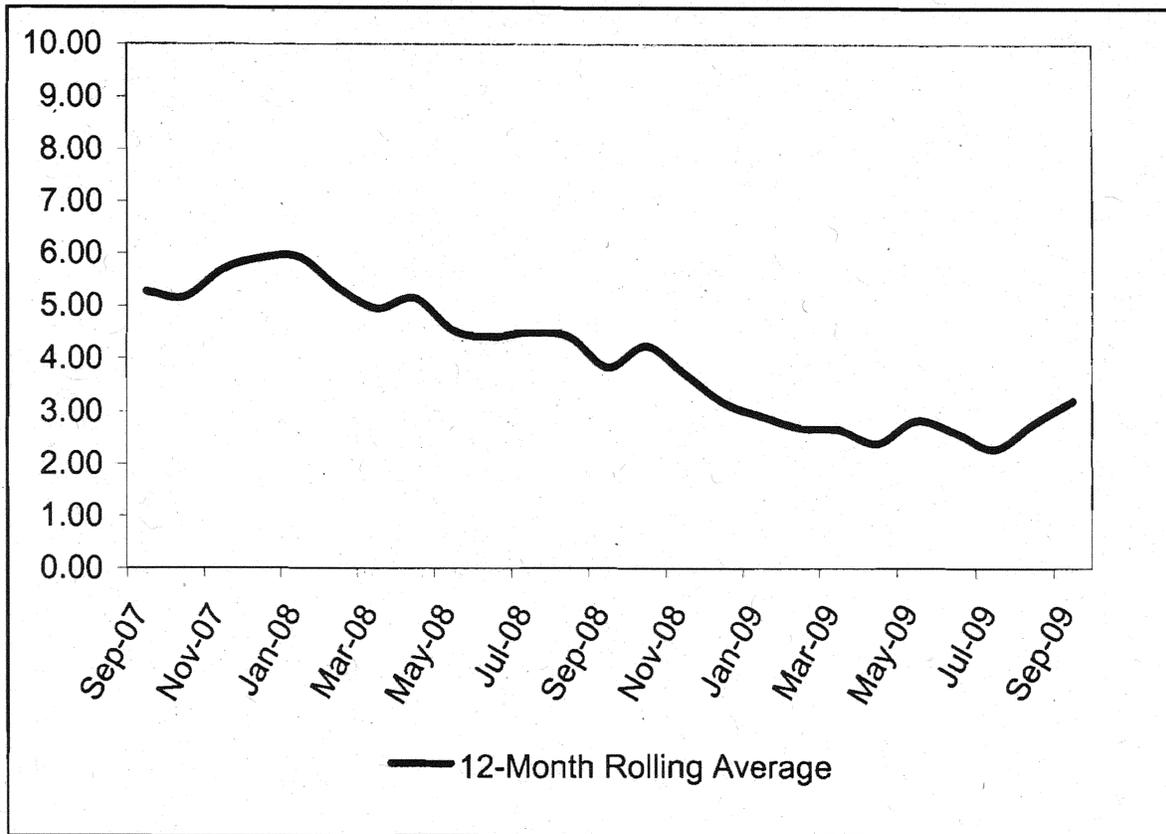
12-Month Total

Oct 08-Sep 09: 40,232,154
 Oct 07-Sep 08: 40,915,775
 Oct 06-Sep 07: 39,126,045

Annual Results

2009 Goal: 40,735,000
 2008 Actual: 41,190,231
 2007 Actual: 39,216,344

Employee On-Duty Lost Time Accident Rate



Definition

A job related incident that results in death or the inability of an employee to perform full job duties for at least one working day beyond the day of the incident.

Monthly Results

September 2009: 6.26
 September 2008: 1.25
 September 2007: 8.16

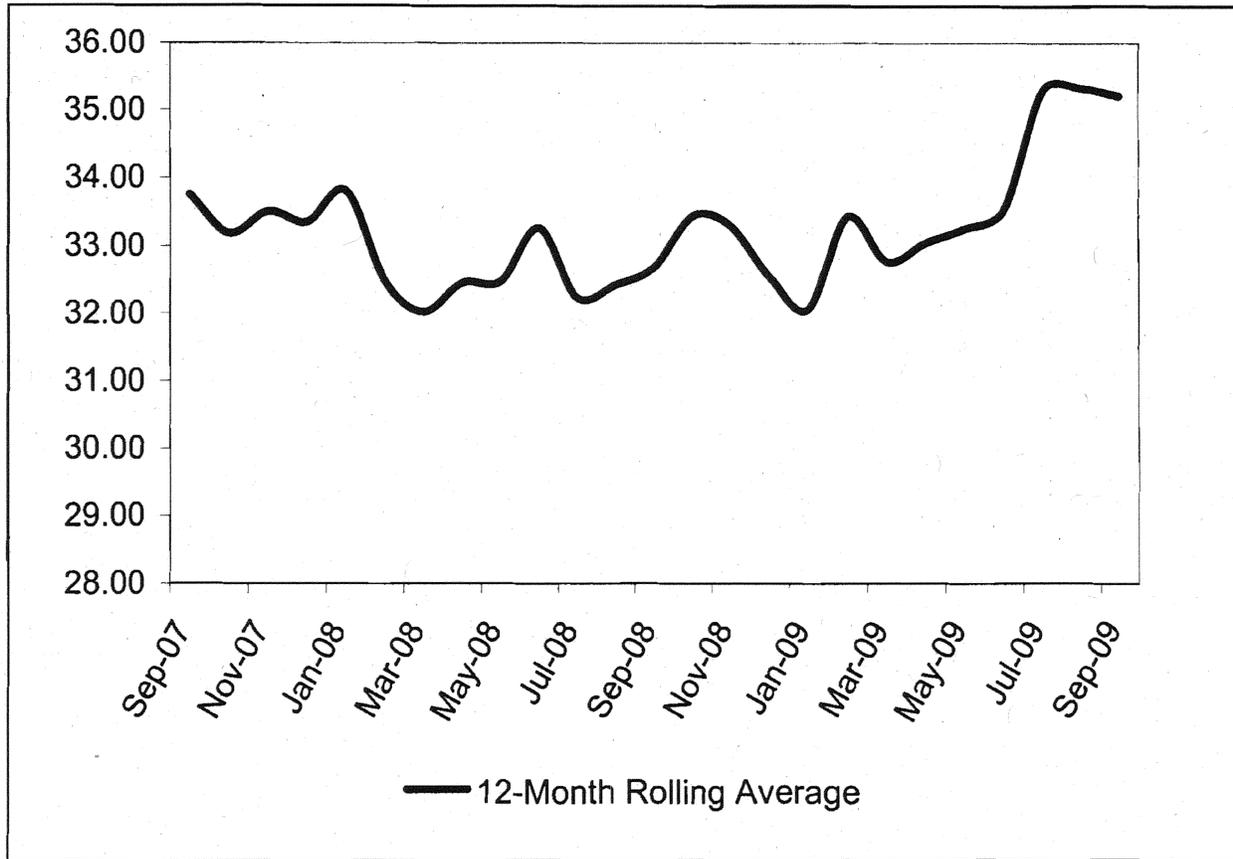
12-Month Average

Oct 08-Sep 09: 3.20
 Oct 07-Sep 08: 3.84
 Oct 06-Sep 07: 5.27

Annual Results

2009 Goal: 2.40
 2008 Actual: 3.19
 2007 Actual: 5.87

Collisions / Million Miles Traveled



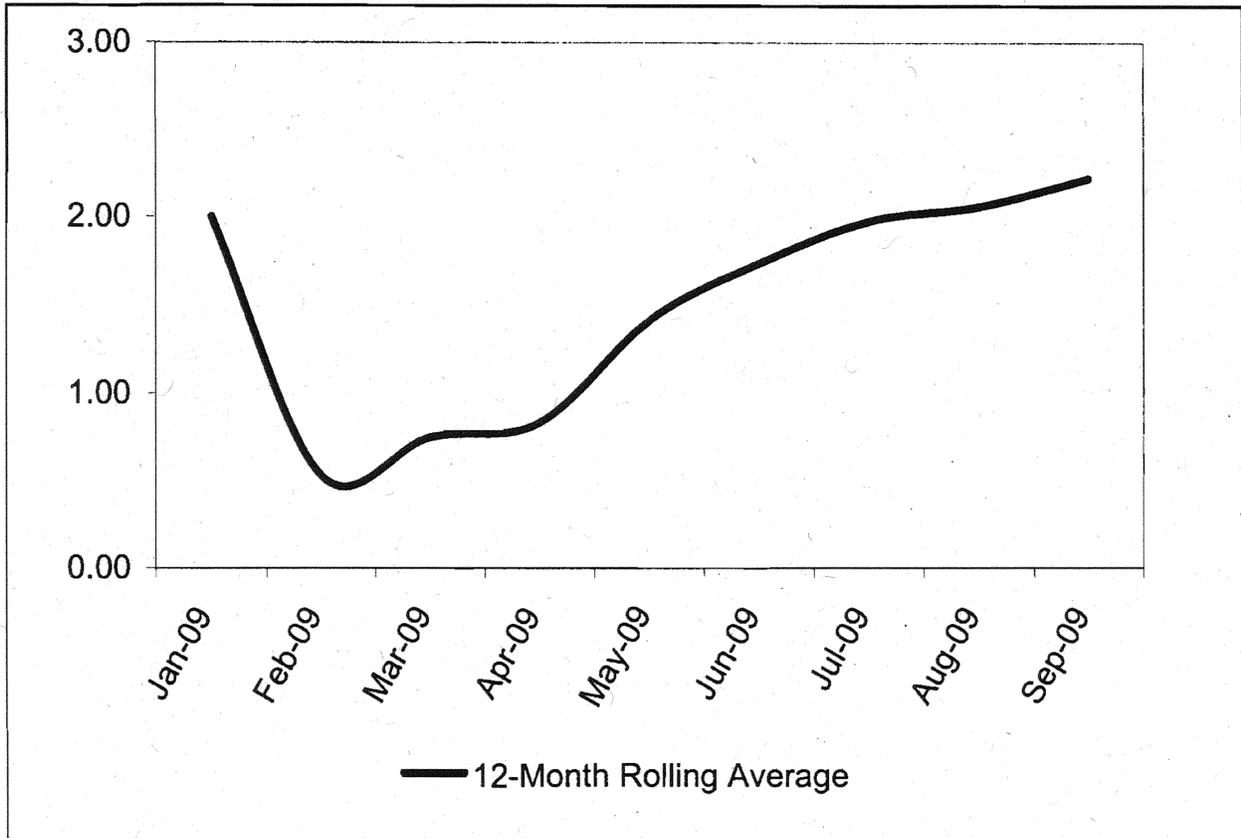
Definition

An incident involving a collision between a bus and another vehicle, an object, a person, or an animal.

Monthly Results		12-Month Average		Annual Results	
September 2009:	32.98	Oct 08-Sep 09:	35.21	2009 Goal:	32.14
September 2008:	34.30	Oct 07-Sep 08:	32.69	2008 Actual:	32.53
September 2007:	31.03	Oct 06-Sep 07:	33.75	2007 Actual:	33.35

Note: New indicator for 2009 - Long Island Bus now includes Hit and Run Collisions for reporting, same at NYCT Bus and MTA Bus

Collision Injuries / Million Miles Traveled



Definition

An injury resulting from a collision between a bus and another vehicle, an object, a person, or an animal.

Monthly Results

September 2009: 1.94
 September 2008: 0.00
 September 2007: 0.00

12-Month Average

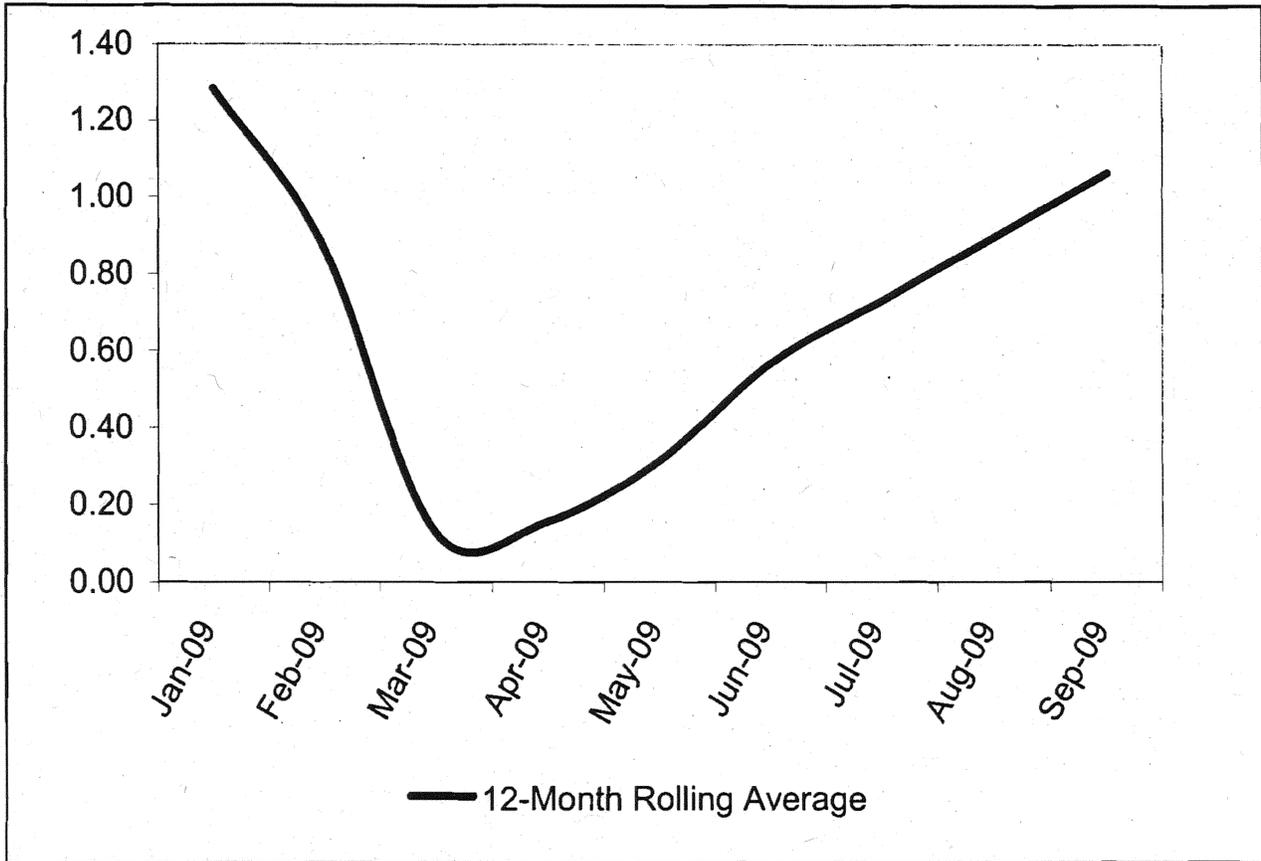
Oct 08-Sep 09: 2.22
 Oct 07-Sep 08: 0.00
 Oct 06-Sep 07: 0.00

Annual Results

2009 Goal: 5.54
 2008 Actual: 0.00
 2007 Actual: 0.00

Note: New indicator for 2009; 12-Month Average reflects the Year-to-date

Customer Accidents / Million Customers



Definition

An incident involving one or more claimed injuries to a customer on the bus system that occurred while the person was boarding the bus, on board the bus, or alighting from the bus (excludes assaults).

Monthly Results

September 2009: 1.85
 September 2008: 0.00
 September 2007: 0.00

12-Month Average

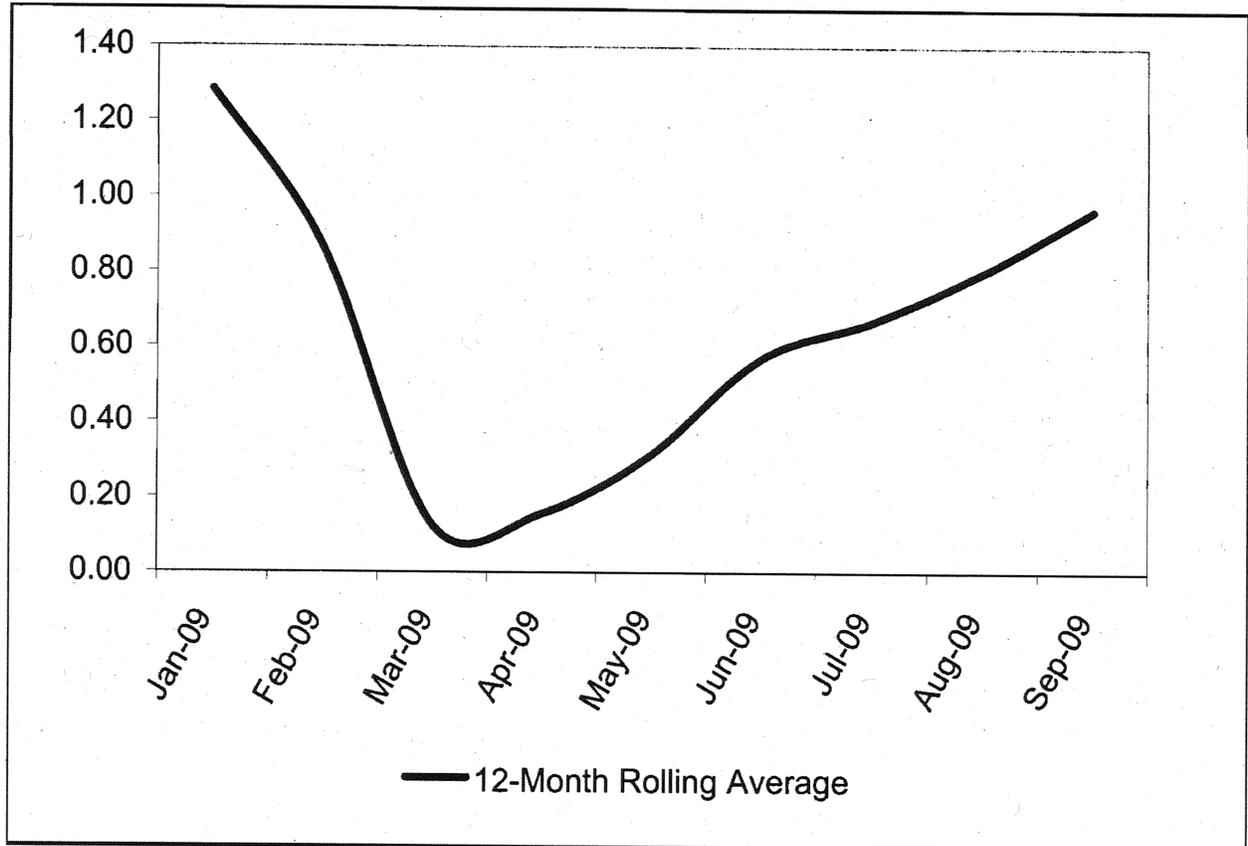
Oct 08-Sep 09: 1.06
 Oct 07-Sep 08: 0.00
 Oct 06-Sep 07: 0.00

Annual Results

2009 Goal: 1.51
 2008 Actual: 0.00
 2007 Actual: 0.00

Note: New indicator for 2009; 12-Month Average reflects the Year-to-date

Customer Accident Injuries / Million Customers



Definition

An injury resulting from an incident on the bus system that occurred while the person was boarding the bus, on board the bus, or alighting from the bus (excludes assaults).

Monthly Results

September 2009: 1.85
 September 2008: 0.00
 September 2007: 0.00

12-Month Average

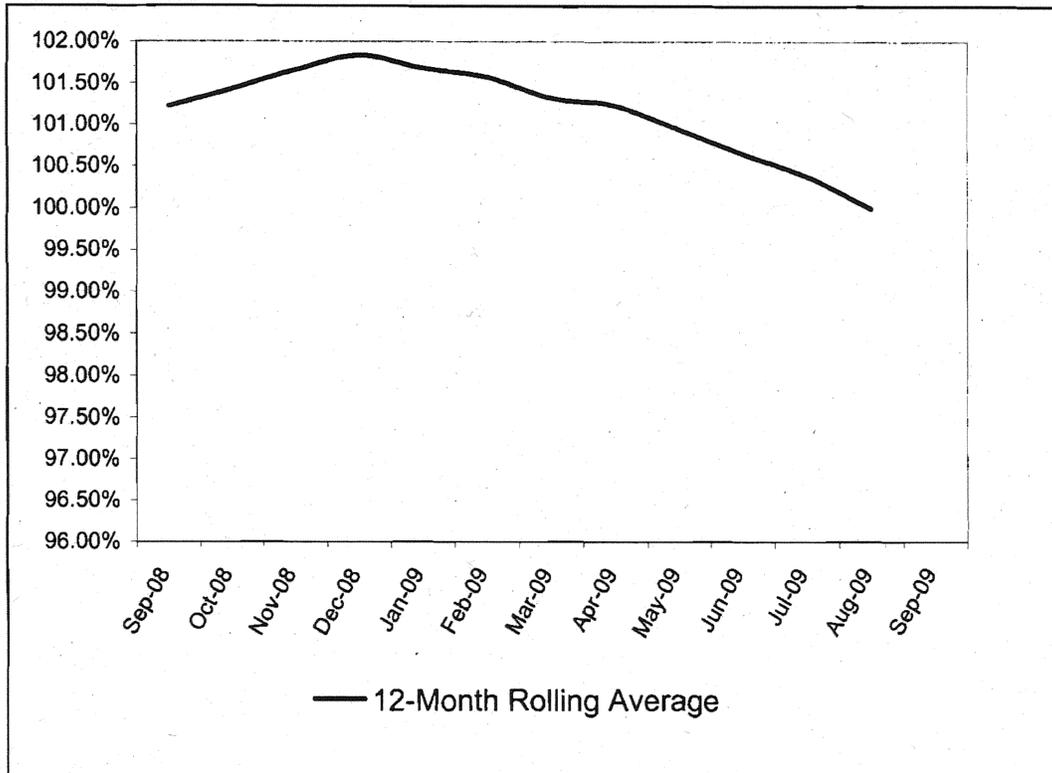
Oct 08-Sep 09: 0.97
 Oct 07-Sep 08: 0.00
 Oct 06-Sep 07: 0.00

Annual Results

2009 Goal: 1.25
 2008 Actual: 0.00
 2007 Actual: 0.00

Note: New indicator for 2009; 12-Month Average reflects the Year-to-date

Paratransit Weekday Pullout Performance



Definition

The percent of required buses and operators available in the AM peak period.

Monthly Results

September 2009: 98.93%
 September 2008: 103.59%
 September 2007: 99.21%

12-Month Average

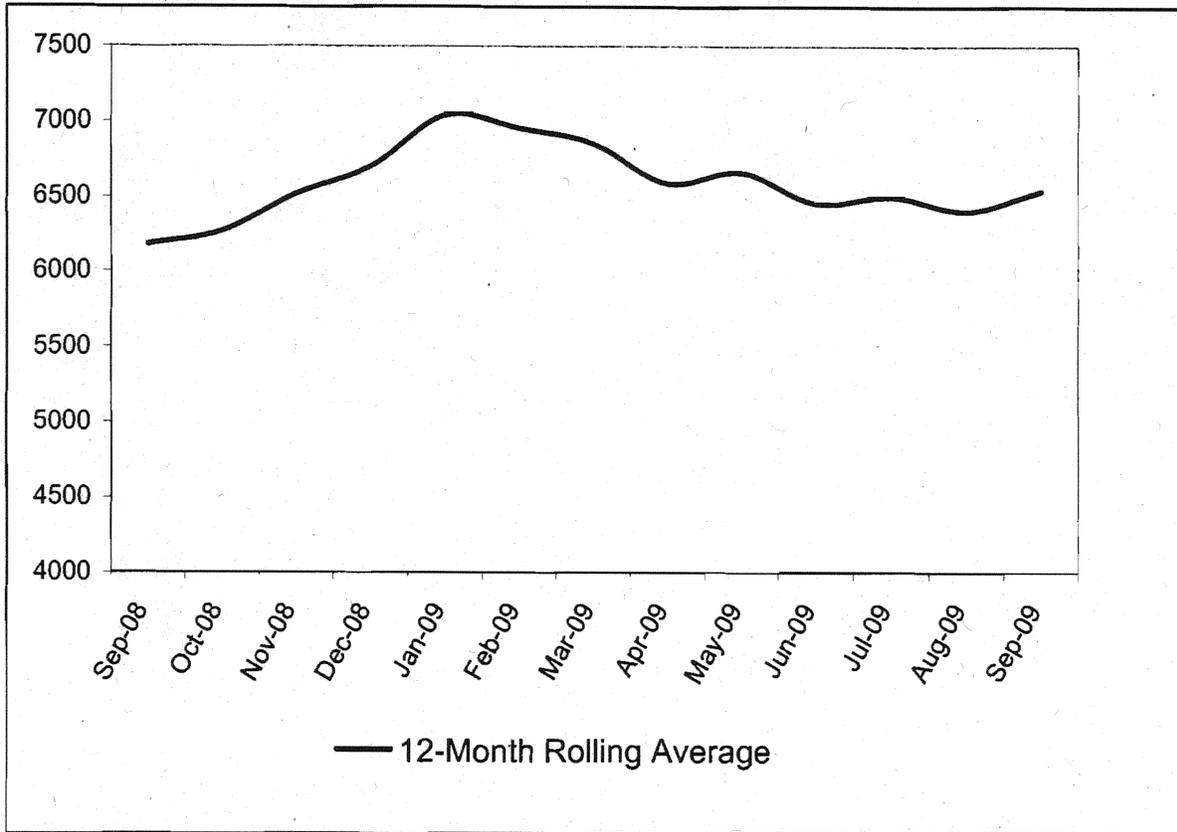
Oct 08-Sep 09: 99.63%
 Oct 07-Sep 08: 101.22%
 Oct 06-Sep 07: 132.52%

Annual Results

2009: Goal: N/A
 2008 Actual: 101.84%
 2007 Actual: 98.31%

*Beginning in January 2009 this now reflects the percent of required buses and operators plus additional requests in the AM peak period compared to the actual number that pulled out.

Paratransit Mean Distance Between Failures



Definition

Paratransit Mean Distance Between Failures(MDBF) measures the average miles between mechanical road calls. It indicates the mechanical reliability of the fleet.

Monthly Results

September 2009: 13,776
 September 2008: 9,155
 September 2007: 4,175

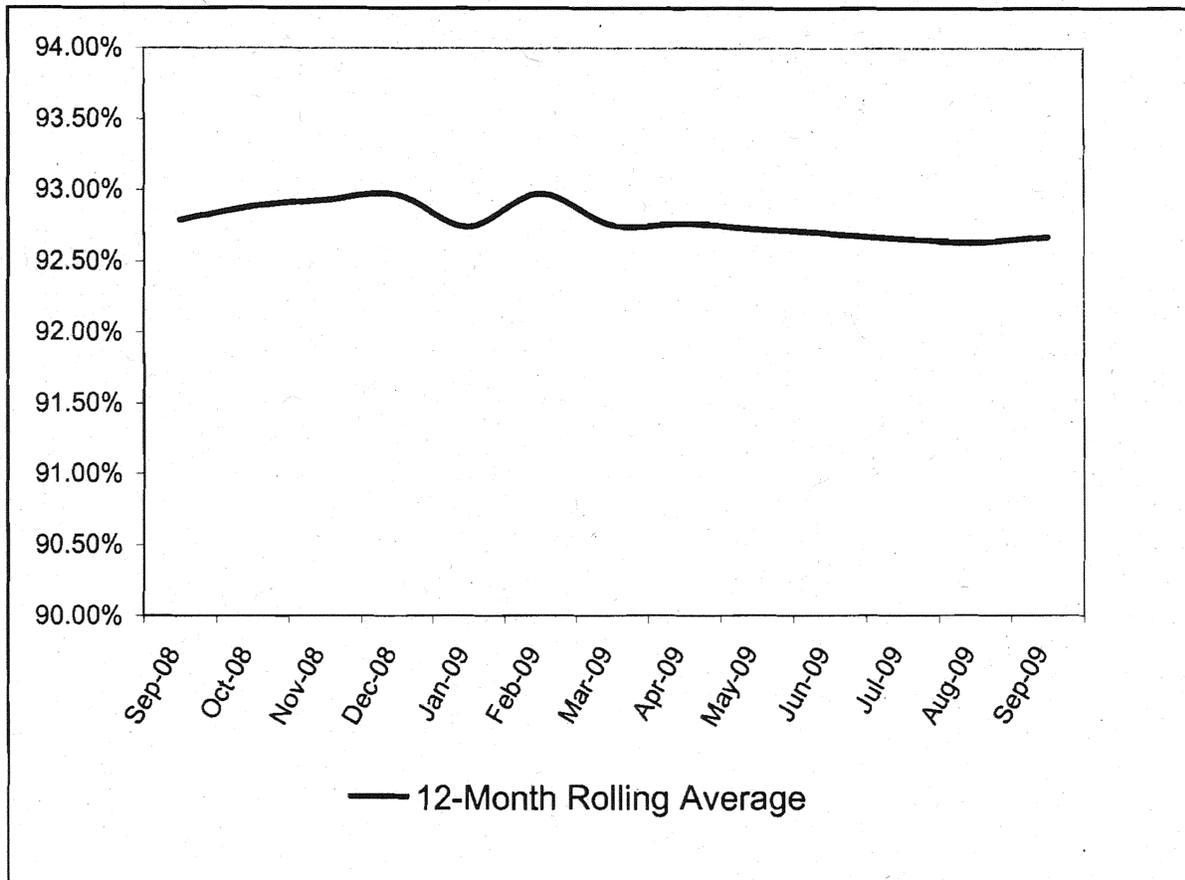
12-Month Average

Oct 08-Sep 09: 6,539
 Oct 07-Sep 08: 6,181
 Oct 06-Sep 07: 5,338

Annual Results

2009: Goal: N/A
 2008 Actual: 6,698
 2007 Actual: 4,745

Paratransit Percentage of Completed Trips



Definition

The percent of scheduled trips completed system wide for the 12-month period.

Monthly Results

September 2009: 93.71%

September 2008: 93.29%

September 2007: 92.90%

12-Month Average

Oct 08-Sep 09: 92.67%

Oct 07-Sep 08: 92.79%

Oct 06-Sep 07: 92.21%

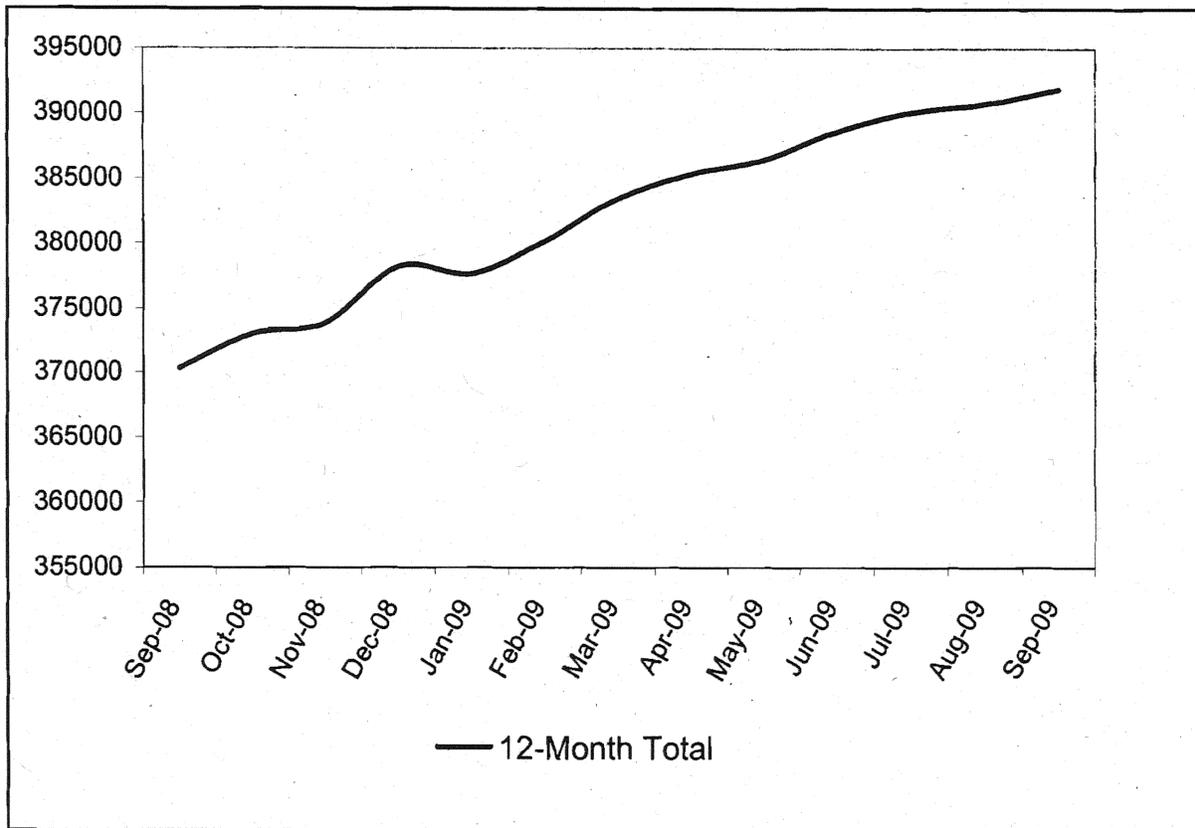
Annual Results

2009: Goal: N/A

2008 Actual: 92.97%

2007 Actual: 92.02%

Paratransit Ridership



Definition

The above chart shows the 12-Month Total Paratransit Ridership

Monthly Results

September 2009: 33,880
 September 2008: 32,762
 September 2007: 27,820

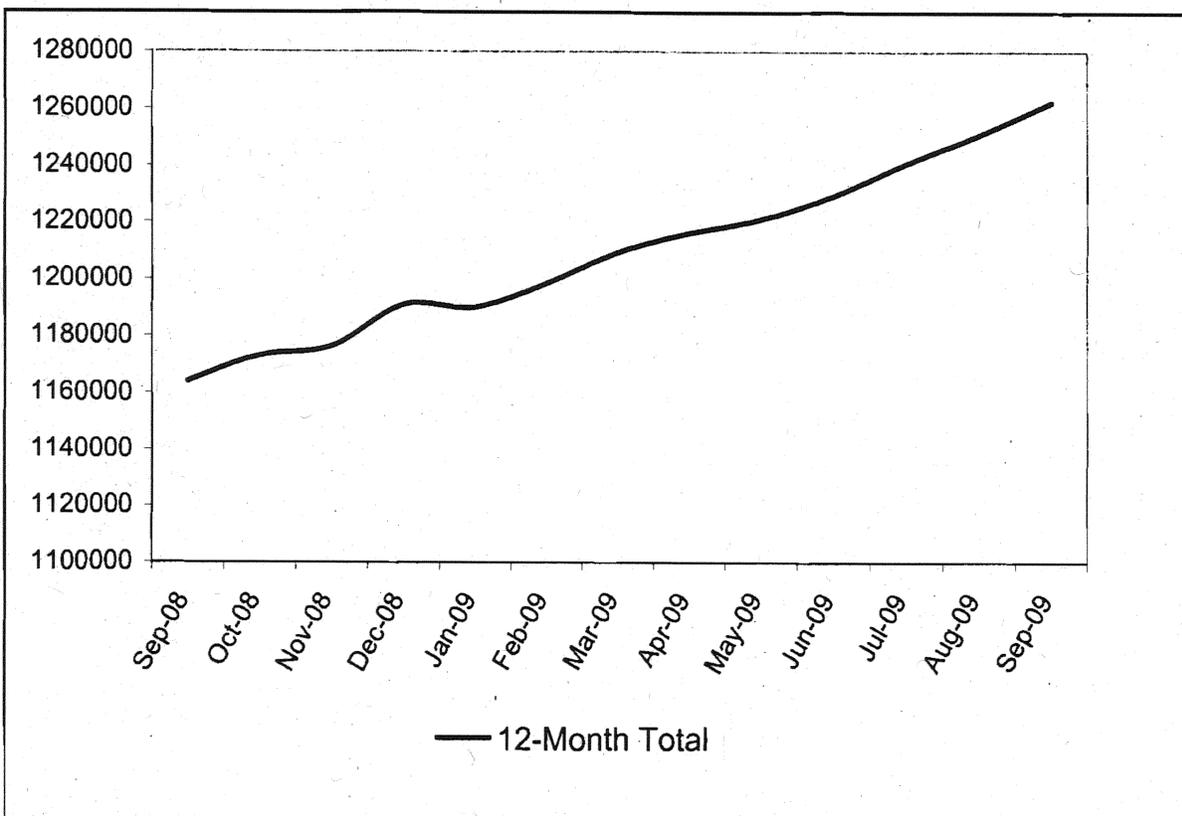
12-Month Total

Oct 08-Sep 09: 391,834
 Oct 07-Sep 08: 370,317
 Oct 06-Sep 07: 353,504

Annual Results

2009 Goal 358,000
 2008 Actual: 378,207
 2007 Actual: 352,161

Paratransit Revenue



Definition

The above chart shows the 12-Month Total Paratransit Revenue

Monthly Results

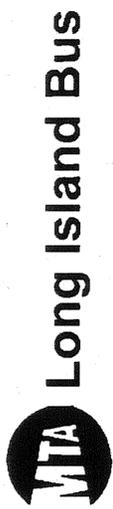
September 2009: 114,823
 September 2008: 103,472
 September 2007: 87,052

12-Month Total

Oct 08-Sep 09: 1,262,283
 Oct 07-Sep 08: 1,164,020
 Oct 06-Sep 07: 1,104,052

Annual Results

2009 Goal 1,116,000
 2008 Actual: 1,190,823
 2007 Actual: 1,102,904



OPERATING STATEMENTS

SEPTEMBER 2009

Table 1

MTA LONG ISLAND BUS
JULY FINANCIAL PLAN - 2009 MID YEAR FORECAST
ACCURAL STATEMENT of OPERATIONS by CATEGORY
SEPTEMBER 2009
 (\$ in millions)

	Nonreimbursable			Reimbursable			Total		
	Mid Year Forecast	Favorable/ (Unfavorable) Variance		Mid Year Forecast	Favorable/ (Unfavorable) Variance		Mid Year Forecast	Actual	
		Actual			Actual				Actual
Revenue									
Farebox Revenue	\$3.894	\$3.829	(\$0.065)	\$0.000	\$0.000	\$0.000	\$3.894	\$3.829	(\$0.065)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.236	0.209	(0.027)	0.000	0.000	0.000	0.236	0.209	(0.027)
Capital and Other Reimbursements	0.000	0.000	0.000	0.605	0.548	(0.057)	0.605	0.548	(0.057)
Total Revenue	\$4.130	\$4.038	(\$0.092)	\$0.605	\$0.548	(\$0.057)	\$4.735	\$4.586	(\$0.149)
Expenses									
Labor:									
Payroll	\$5.673	\$5.382	\$0.291	\$0.090	\$0.062	\$0.028	\$5.763	\$5.444	\$0.319
Overtime	0.481	0.637	(0.156)	0.000	0.000	0.000	0.481	0.637	(0.156)
Health and Welfare	1.068	1.007	0.061	0.035	0.020	0.015	1.103	1.027	0.076
OPEB Current Payment	0.000	0.000	0.000	0.120	0.115	0.005	0.120	0.115	0.005
Pensions	0.439	0.382	0.057	0.006	0.005	0.001	0.445	0.387	0.058
Other Fringe Benefits	0.616	0.807	(0.191)	0.017	0.013	0.004	0.633	0.820	(0.187)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor	\$8.277	\$8.215	\$0.062	\$0.268	\$0.215	\$0.053	\$8.545	\$8.430	\$0.115
Non-Labor:									
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.941	0.560	0.381	0.000	0.000	0.000	0.941	0.560	0.381
Insurance	0.077	0.033	0.044	0.000	0.000	0.000	0.077	0.033	0.044
Claims	0.500	0.198	0.302	0.000	0.000	0.000	0.500	0.198	0.302
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.003	0.870	0.133	0.000	0.000	0.000	1.003	0.870	0.133
Professional Service Contracts	0.199	0.176	0.023	0.000	0.000	0.000	0.199	0.176	0.023
Materials & Supplies	0.382	0.191	0.191	0.337	0.333	0.004	0.719	0.524	0.195
Other Business Expenses	0.070	(0.237)	0.307	0.000	0.000	0.000	0.070	(0.237)	0.307
Total Non-Labor	\$3.172	\$1.791	\$1.381	\$0.337	\$0.333	\$0.004	\$3.509	\$2.124	\$1.385
Other Expenses Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$11.449	\$10.006	\$1.443	\$0.605	\$0.548	\$0.057	\$12.054	\$10.554	\$1.500
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Post Employment Benefits	0.883	0.950	(0.067)	0.000	0.000	0.000	0.883	0.950	(0.067)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$12.332	\$10.956	\$1.376	\$0.605	\$0.548	\$0.057	\$12.937	\$11.504	\$1.433
Net Surplus/(Deficit)	(\$8.202)	(\$6.918)	\$1.284	\$0.000	\$0.000	\$0.000	(\$8.202)	(\$6.918)	\$1.284

Table 2

MTA LONG ISLAND BUS
 JULY FINANCIAL PLAN - 2009
 MID YEAR FORECAST
 ACCRUAL SEPTEMBER 2009 YTD
 (\$ in millions)

	Nonreimbursable			Reimbursable			Total	
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual
Revenue								
Farebox Revenue	\$31.430	\$30.949	(\$0.481)	\$0.000	\$0.000	\$0.000	\$31.430	\$30.949
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	1.663	2.045	0.382	0.000	0.000	0.000	1.663	2.045
Capital and Other Reimbursements	0.000	0.000	0.000	5.178	4.888	(0.290)	5.178	4.888
Total Revenue	\$33.093	\$32.994	(\$0.099)	\$5.178	\$4.888	(\$0.290)	\$38.271	\$37.882
Expenses								
Labor:								
Payroll	\$48.685	\$47.814	\$0.871	\$0.692	\$0.564	\$0.128	\$49.377	\$48.378
Overtime	4.711	5.682	(0.971)	0.000	0.000	0.000	4.711	5.682
Health and Welfare	9.585	9.185	0.400	0.242	0.182	0.060	9.827	9.367
OPEB - Current Payment	0.000	0.000	0.000	1.044	0.980	0.064	1.044	0.980
Pensions	3.859	3.964	(0.105)	0.051	0.045	0.006	3.910	4.009
Other Fringe Benefits	5.908	6.155	(0.247)	0.135	0.118	0.017	6.043	6.273
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor	\$72.748	\$72.800	(\$0.052)	\$2.164	\$1.889	\$0.275	\$74.912	\$74.689
Non-Labor:								
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	5.949	4.752	1.197	0.000	0.000	0.000	5.949	4.752
Insurance	0.399	0.367	0.032	0.000	0.000	0.000	0.399	0.367
Claims	1.924	0.827	1.097	0.000	0.000	0.000	1.924	0.827
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	7.947	7.148	0.799	0.000	0.000	0.000	7.947	7.148
Professional Service Contracts	1.534	1.430	0.104	0.000	0.000	0.000	1.534	1.430
Materials & Supplies	3.031	2.728	0.303	3.014	2.999	0.015	6.044	5.727
Other Business Expenses	0.184	(0.156)	0.340	0.000	0.000	0.000	0.184	(0.156)
Total Non-Labor	\$20.968	\$17.096	\$3.872	\$3.014	\$2.999	\$0.015	\$23.982	\$20.095
Other Expenses Adjustments:								
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Gap Closing Expenses								
* Additional Actions for Budget Balance: Expense impact	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Gap Closing Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$93.716	\$89.896	\$3.820	\$5.178	\$4.888	\$0.290	\$98.894	\$94.784
Depreciation	0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Post Employment Benefits	7.948	8.550	(0.602)	0.000	0.000	0.000	7.948	8.550
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$101.664	\$98.446	\$3.218	\$5.178	\$4.888	\$0.290	\$106.842	\$103.334
Net Surplus/(Deficit)	(\$68.571)	(\$65.452)	\$3.119	\$0.000	\$0.000	\$0.000	(\$68.571)	(\$65.452)

Table 3

MTA LONG ISLAND BUS
 JULY FINANCIAL PLAN - 2009 MID YEAR FORECAST
 EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
 SEPTEMBER 2009
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Sep-09		Year-to-date as of September 2009		
		Favorable/ (Unfavorable) Variance		Favorable/ (Unfavorable) Variance		
		\$	%	\$	%	
Farebox Revenue	Non Reimb			(\$0.481)	-1.53%	Lower ridership than planned
Other Operating Revenue	Non Reimb			\$0.382	22.96%	US Open and LIRR track work
Capital and Other Reimb.	Reimb			(\$0.290)	-5.60%	Timing of reimbursements
Payroll	Non Reimb	\$0.291	5.13%	\$0.871	1.79%	Vacancy Savings
Payroll	Reimb			\$0.128	18.53%	Vacancy Savings
Overtime	Non Reimb	(\$0.156)	-32.43%	(\$0.971)	-20.60%	Maintenance O/T & Trans (LIRR Track Work)
Health and Welfare	Non Reimb			\$0.400	4.18%	Vacancy Savings & Rates
Pension	Non Reimb			(\$0.105)	-2.72%	Timing of payroll cycle
Other Fringe Benefits	Non Reimb	(\$0.191)	-31.01%	(\$0.247)	-4.19%	Higher Workers Comp.
Fuel for Buses and Trains	Non Reimb	\$0.381	40.49%	\$1.197	20.12%	YTD lower average rates
Claims	Non Reimb	\$0.302	60.40%	\$1.097	57.02%	Lower claims expenses
Maint. & Other Oper Contr.	Non Reimb.	\$0.133	13.26%	\$0.799	10.06%	Delay in scheduled work/expenses
Professional Services	Non Reimb.			\$0.104	6.78%	Delay in scheduled work/expenses
Materials & Supplies	Non Reimb.	\$0.191	50.00%	\$0.303	9.99%	Delay in scheduled work/expenses
Other Business Expenses	Non Reimb.	\$0.307	438.57%	\$0.340	184.78%	Reimbursement for GEAC expenses for MTA Bus
Other Post Employment Benefits	Non Reimb.			(\$0.602)	-7.57%	Higher actuarial liability assessed post budget development.

**MTA LONG ISLAND BUS
JULY FINANCIAL PLAN- 2009 MID YEAR FORECAST
CASH RECEIPTS and EXPENDITURES
(\$ in millions)**

	Sep-09		Year-to-date as of September 30, 2009	
	Mid Year Forecast	Actual	Mid Year Forecast	Actual
				Favorable/ (Unfavorable) Variance
Receipts				
Farebox Revenue	\$3.994	\$4.173	\$31.630	\$30.885 (\$0.745)
Toll Revenue	0.000	0.000	\$0.000	\$0.000 0.000
Investment Income	0.000	0.000	\$0.000	\$0.000 0.000
Other Operating Revenue	0.050	0.250	\$2.177	\$3.292 1.115
Capital and Other Reimbursements	1.368	0.000	\$3.811	\$1.857 (1.954)
Total Receipts	\$5.412	\$4.423	\$37.618	\$36.034
				(\$1.584)
Expenditures				
Labor:				
Payroll	\$5.231	\$5.157	\$48.276	\$47.411 \$0.865
Overtime	0.400	0.563	4.423	5.131 (0.708)
Health and Welfare	1.110	1.053	9.835	9.564 0.271
OPEB - Current Payment	0.120	0.114	1.036	0.979 0.057
Pensions	0.000	0.000	5.210	5.210 0.000
Other Fringe Benefits	0.733	0.677	5.862	5.519 0.343
Reimbursable Overhead	0.000	0.000	0.000	0.000 0.000
Total Labor Expenditures	\$7.594	\$7.564	\$74.642	\$73.814
Non-Labor:				
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000 \$0.000
Fuel for Buses and Trains	0.871	0.895	5.663	4.838 0.825
Insurance	0.000	0.004	0.011	0.039 (0.028)
Claims	0.551	0.168	5.401	4.123 1.278
Paratransit Service Contracts	0.000	0.000	0.000	0.000 0.000
Maintenance and Other Operating Contracts	1.072	0.812	8.298	7.031 1.267
Professional Service Contracts	0.111	0.195	1.899	1.998 (0.099)
Materials & Supplies	0.706	0.737	6.074	5.976 0.098
Other Business Expenditures	0.032	0.086	0.302	0.828 (0.526)
Total Non-Labor Expenditures	\$3.343	\$2.897	\$27.647	\$24.833
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000
Other Expenditure Adjustments:				
Other	0.000	0.000	0.000	0.000 0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000
Gap Closing Expenses:				
* Additional Actions for Budget Balance: Expense Imp.	0.000	0.000	0.000	0.000 0.000
Total Gap Closing Expenses	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$10.937	\$10.461	\$102.289	\$98.647
Net Cash Deficit (excludes Opening Cash Balance)	(\$5.525)	(\$6.038)	(\$64.671)	(\$62.613)
				\$2.058

MTA LONG ISLAND BUS
JULY FINANCIAL PLAN - 2009 MID YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL CASH BASIS
SEPTEMBER 2009
 (\$ in millions)

Operating Receipts or Disbursements	Sep-09		Year-to-date as of September 30, 2009		Reason for Variance
	Favorable/ (Unfavorable) Variance		Favorable/ (Unfavorable) Variance		
	\$	%	\$	%	
Farebox Revenue	\$0.179	4.48%	(\$0.745)	-2.36%	Lower ridership & timing of receipts
Other Operating Revenue	\$0.200	400.00%	\$1.115	51.22%	LIRR Track work reimbursement and other expense recoveries
Capital and Other Reimb.	(\$1.368)	-100.00%	(\$1.954)	-51.27%	Timing of 401h and admin reimb.
Payroll			\$0.865	1.79%	Vacancy Savings/Delayed Hiring
Overtime	(\$0.163)	-40.75%	(\$0.708)	-16.01%	Maintenance O/T & Trans (LIRR Track Work/US Open)
Health and Welfare			\$0.271	2.75%	Vacancy Savings and Rates
Other Fringe Benefits			\$0.343	5.86%	Timing and lower Workers Compensation payments.
Fuel for Buses and Trains			\$0.825	14.57%	YTD Favorable / lower average rates
Claims	\$0.383	69.51%	\$1.278	23.66%	Timing of payments
Maint. and Other Oper. Contracts	\$0.260	24.25%	\$1.267	15.26%	Timing of payments
Other Business Expenditures			(\$0.526)	-174.54%	Timing of reimbursements

**MTA LONG ISLAND BUS
JULY FINANCIAL PLAN - 2009 MID YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
SEPTEMBER 2009
(\$ in millions)**

	Sep-09			Year-to-date as of Sept. 30, 2009		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
Receipts						
Farebox Revenue	\$0.100	\$0.344	\$0.244	\$0.200	(\$0.064)	(\$0.264)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	(0.186)	0.041	0.227	0.514	1.247	0.733
Capital and Other Reimbursements	0.763	(0.548)	(1.311)	(1.367)	(3.031)	(1.664)
Total Receipts	\$0.677	(\$0.163)	(\$0.840)	(\$0.653)	(\$1.848)	(\$1.195)
Expenditures						
Labor:						
Payroll	\$0.532	\$0.287	(\$0.245)	\$1.101	\$0.967	(\$0.134)
Overtime	0.081	0.074	(0.007)	0.288	0.551	0.263
Health and Welfare	(0.007)	(0.026)	(0.019)	(0.007)	(0.197)	(0.190)
OPEB Current Payment	0.000	0.001	0.001	0.008	0.001	(0.007)
Pensions	0.445	0.387	(0.058)	(1.300)	(1.201)	0.099
Other Fringe Benefits	(0.100)	0.143	0.243	0.180	0.754	0.574
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
	\$0.951	\$0.866	(\$0.085)	\$0.270	\$0.875	\$0.605
Non-Labor:						
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	0.070	(0.335)	(0.405)	0.286	(0.086)	(0.372)
Insurance	0.077	0.029	(0.048)	0.388	0.328	(0.060)
Claims	(0.051)	0.030	0.081	(3.477)	(3.296)	0.181
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(0.069)	0.058	0.127	(0.350)	0.117	0.467
Professional Service Contracts	0.088	(0.019)	(0.107)	(0.365)	(0.568)	(0.203)
Materials & Supplies	0.013	(0.213)	(0.226)	(0.030)	(0.249)	(0.219)
Other Business Expenditures	0.038	(0.323)	(0.361)	(0.118)	(0.984)	(0.866)
Total Non-Labor Expenditures	\$0.166	(\$0.773)	(\$0.939)	(\$3.666)	(\$4.738)	(\$1.072)
Other Expenditure Adjustments:						
Other	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Gap Closing Expenses						
* Additional Actions for Budget Balance: Expense impact	0.000	0.000	0.000	0.000	0.000	0.000
Total Gap Closing Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures before Depreciation	\$1.117	\$0.093	(\$1.024)	(\$3.395)	(\$3.863)	(\$0.468)
Depreciation Adjustment	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Post Employment Benefits Adjustment	0.883	0.950	0.067	7.948	8.550	0.602
Total Expenditures	\$2.000	\$1.043	(\$0.957)	\$4.553	\$4.687	\$0.134
Total Cash Conversion Adjustments	\$2.677	\$0.880	(\$1.797)	\$3.900	\$2.839	(\$1.061)

MTA LONG ISLAND BUS
July Financial Plan 2009 - Adopted Budget
Total Full-Time Positions & FTEs by Function and Department
September 2009

	<u>*Mid Year Forecast</u>	Actual	Favorable (Unfavorable) Variance	Reason For Variance
Administration				
Office of the EVP	0	0	0	
Human Resources	8	8	0	
Office of Management and Budget	4	4	0	
Technology & Information Services	20	19	1	Variance due to delayed hiring.
Materiel	10	9	1	Variance due to delayed hiring.
Controller	17	15	2	Variance due to delayed hiring.
Office of the President	3	3	0	
System Safety Administration	3	2	1	Variance due to delayed hiring.
Law	10	9	1	Variance due to delayed hiring.
Corporate Communications	4	4	0	
Labor Relations	1	1	0	
Non-Departmental	0	0	0	
Total Administration	80	74	6	
Operations				
Buses (Fixed Route)	548	538	10	Variance due to turnover
Buses (Paratransit)	168	165	3	Variance due to turnover
Office of Senior Vice President	0	0	0	
Office of the Executive Vice President, Regional	2	2	0	
Safety & Training	6	6	0	
Road Operations	44	41	3	Hiring in progress
Transportation Support	14	14	0	
Operations Planning	6	5	1	Variance due to turnover
Revenue Control	6	6	0	
Total Operations	794	777	17	
Maintenance				
Buses (Fixed Route)	216	212	4	Variance due to turnover
Buses (Paratransit)	10	10	0	
Maintenance Support/CMF	1	1	0	
Facilities	15	15	0	
Supply Logistics	16	16	0	
Total Maintenance	258	254	4	
Engineering/Capital				
Capital Program Management	15	14	1	Variance due to delayed hiring.
Public Safety				
Security	2	2	0	
Impact of Gap Closing Actions				
Fare Increase 6/1/09				
Additional Actions for Budget Balance	0	0	0	
Total Positions	1,149	1,121	28	
Non-Reimbursable	1,134	1,107	27	
Reimbursable	15	14	1	
Total Full-Time	1,044	1,019	25	
Total Full-Time Equivalents	105	102	3	

* Group/Unit assignments changed to reflect current structure

MTA Long Island Bus
JULY FINANCIAL PLAN - 2009 MID YEAR FORECAST
 Budget Vs Actual
 September-09

FUNCTION/OCCUPATION	Mid Year Forecast	September 2009 Actual	Favorable (Unfavorable) Variance	Reason For Variance
Administration				
Managers/Supervisors	35	32	3	Variance due to delayed hiring
Professional, Technical, Clerical	45	42	3	Variance due to delayed hiring
Operational Hours	-	-	-	
Total Administration	80	74	6	
Operations				
Managers/Supervisors	77	73	4	Variance due to delayed hiring
Professional, Technical, Clerical	50	50	-	
Operational Hours	667	654	13	Variance due to turnover
Total Operations	794	777	17	
Maintenance				
Managers/Supervisors	38	37	1	Variance due to delayed hiring
Professional, Technical, Clerical	2	1	1	Variance due to delayed hiring
Operational Hours	218	216	2	Variance due to turnover
Total Maintenance	258	254	4	
Engineering/Capital				
Managers/Supervisors	8	7	1	Variance due to delayed hiring
Professional, Technical, Clerical	7	7	-	
Operational Hours	-	-	-	
Total Engineering/Capital	15	14	1	
Public Safety				
Managers/Supervisors	-	-	-	
Professional, Technical, Clerical	-	-	-	
Operational Hours	2	2	-	
Total Public Safety	2	2	-	
Impact of GAP closing				
Fare Increase & additional Actions for Budget balance	-	-	-	
Managers/Supervisors	-	-	-	
Professional, Technical, Clerical	-	-	-	
Operational Hours	-	-	-	
Total Baseline Positions				
Managers/Supervisors	158	149	9	
Professional, Technical, Clerical	104	100	4	
Operational Hours	887	872	15	
Total Baseline Positions	1,149	1,121	28	

**MTA LONG ISLAND BUS
JULY FINANCIAL PLAN - 2009 MID YEAR FORECAST
UTILIZATION
(in millions)**

	Sep-09			Year-to-date as of September 30, 2009		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
Farebox Revenue						
Fixed Route	\$3.801	\$3.714	(\$0.087)	\$30.535	\$29.997	(\$0.538)
Paratransit	\$0.092	\$0.115	\$0.023	\$0.895	\$0.952	\$0.057
Total Farebox Revenue	\$3.893	\$3.829	(\$0.064)	\$31.430	\$30.949	(\$0.481)
Other Revenue	\$0.000	\$0.003	\$0.003	\$0.089	\$0.737	\$0.648
Total Revenue	\$3.893	\$3.832	(\$0.061)	\$31.519	\$31.686	\$0.167
Ridership						
Fixed Route	2.752	2.702	(0.050)	23.413	22.956	(0.457)
Paratransit	0.029	0.034	0.005	0.283	0.295	0.012
Other	0.000	0.000	0.000	0.002	0.210	0.208
Total Ridership	2.781	2.736	(0.045)	23.698	23.461	(0.237)

MTA LONG ISLAND BUS
Summary of Ridership Results
For the Period 2008 - 2009

MONTH OF: SEPTEMBER

Current Month Ridership Data:

	Actual 2008	Actual 2009	Change 2009 vs 2008 Amount	Percent	Midyear Forecast 2009	Variance to Mid Yr Fcst Amount	Midyear Forecast Percent
Fixed Route Scheduled Service	2,876,704	2,702,405	(174,299)	-6.1%	2,752,343	(49,938)	-1.8%
Paratransit Service	30,111	33,880	3,769	12.5%	28,967	4,913	17.0%
Other	0	31	31	0.0%	0	31	0.0%
Agency Monthly Totals	2,906,815	2,736,316	(170,499)	-5.9%	2,781,310	(44,994)	-1.6%
Fixed Route Scheduled Service							
Average Daily Ridership							
- Weekday	117,535	109,687	(7,848)	-6.7%	112,454	(2,767)	-2.5%
- Saturday	56,372	56,942	570	1.0%	53,935	3,007	5.6%
- Sunday	35,575	33,156	(2,419)	-6.8%	34,037	(881)	-2.6%
- Holiday	40,688	38,599	(2,089)	-5.1%	38,929	(330)	-0.8%
Paratransit Service							
Average Daily Ridership							
- Weekday	1,267	1,436	169	13.3%	1,219	217	17.8%
- Saturday	490	516	27	5.5%	471	45	9.6%
- Sunday	309	334	24	7.9%	298	36	12.2%

SEPTEMBER YEAR TO DATE

	Actual 2008	Actual 2009	Change 2009 vs 2008 Amount	Percent	Midyear Forecast 2009	Variance to Mid Yr Fcst Amount	Midyear Forecast Percent
Year To Date Ridership Data:							
Fixed Route Scheduled Service	24,559,921	22,955,883	(1,604,038)	-6.5%	23,413,481	(457,598)	-2.0%
Paratransit Service	278,730	295,008	16,278	5.8%	283,144	11,864	4.2%
Other	47,295	210,592	163,297	345.3%	1,740	208,852	12003.0%
Agency YTD Totals	24,885,946	23,461,483	(1,424,463)	-5.7%	23,698,365	(236,882)	-1.0%
Fixed Route Scheduled Service							
Average Daily Ridership							
- Weekday	109,022	102,051	(6,971)	-6.4%	104,250	(2,200)	-2.1%
- Saturday	57,426	54,094	(3,331)	-5.8%	53,975	119	0.2%
- Sunday	34,398	32,128	(2,270)	-6.6%	32,809	(681)	-2.1%
- Holiday	44,105	42,908	(1,198)	-2.7%	42,725	183	0.4%
Paratransit Service							
Average Daily Ridership							
- Weekday	1,263	1,368	105	8.3%	1,306	61	4.7%
- Saturday	539	523	(16)	-2.9%	525	(2)	-0.3%
- Sunday	308	312	4	1.3%	306	6	2.0%

10/26/2009

MTA LONG ISLAND BUS
 Summary of Revenue Results
 For the Period 2008 - 2009

MONTH OF: SEPTEMBER

Current Month Revenue Data:

	Actual 2008	Actual 2009	Change 2009 vs 2008 Amount	Percent	Midyear Forecast 2009	Variance to Mid Yr Fcst Amount	Midyear Forecast Percent
Fixed Route Scheduled Service	\$3,694,644	\$3,714,219	\$19,575	0.5%	\$3,801,729	(\$87,510)	-2.3%
Paratransit Service	92,140	114,823	22,683	24.6%	92,167	22,656	24.6%
Other	0	2,797	2,797	0.0%	0	2,797	0.0%
Agency Monthly Totals	\$3,786,784	\$3,831,839	\$45,055	1.2%	\$3,893,896	(\$62,057)	-1.6%

Fixed Route Scheduled Service

Average Daily Fare	Actual 2008	Actual 2009	Change 2009 vs 2008 Amount	Percent	Midyear Forecast 2009	Variance to Mid Yr Fcst Amount	Midyear Forecast Percent
- Weekday	\$1.2696	\$1.3519	\$0.0824	6.5%	\$1.3813	(\$0.0293)	-2.1%
- Saturday	\$1.3586	\$1.4848	\$0.1261	9.3%	\$1.3813	\$0.1035	7.5%
- Sunday	\$1.3959	\$1.5343	\$0.1384	9.9%	\$1.3813	\$0.1530	11.1%
- Holiday	\$1.3789	\$1.5150	\$0.1361	9.9%	\$1.3813	\$0.1337	9.7%
- Overall	\$1.2843	\$1.3744	\$0.0901	7.0%	\$1.3813	(\$0.0069)	-0.5%

∞

SEPTEMBER YEAR TO DATE

Year To Date Revenue Data:

	Actual 2008	Actual 2009	Change 2009 vs 2008 Amount	Percent	Midyear Forecast 2009	Variance to Mid Yr Fcst Amount	Midyear Forecast Percent
Fixed Route Scheduled Service	\$30,937,231	\$29,997,004	(\$940,227)	-3.0%	\$30,535,298	(\$538,294)	-1.8%
Paratransit Service	875,575	952,138	76,563	8.7%	894,936	57,202	6.4%
Other	762,781	736,516	(26,265)	-3.4%	88,383	648,133	733.3%
Agency YTD Totals	\$32,575,587	\$31,685,658	(\$889,928)	-2.7%	\$31,518,617	\$167,041	0.5%

Fixed Route Scheduled Service

Average Daily Fare	Actual 2008	Actual 2009	Change 2009 vs 2008 Amount	Percent	Midyear Forecast 2009	Variance to Mid Yr Fcst Amount	Midyear Forecast Percent
- Weekday	\$1.2430	\$1.2886	\$0.0456	3.7%	\$1.2984	(\$0.0098)	-0.8%
- Saturday	\$1.3253	\$1.3683	\$0.0430	3.2%	\$1.3306	\$0.0377	2.8%
- Sunday	\$1.3635	\$1.4630	\$0.0994	7.3%	\$1.3649	\$0.0981	7.2%
- Holiday	\$1.2933	\$1.3725	\$0.0792	6.1%	\$1.3365	\$0.0361	2.7%
- Overall	\$1.2576	\$1.3062	\$0.0485	3.9%	\$1.3053	\$0.0009	0.1%



Information Items

November 2009

Report



Long Island Bus

SERVICE CHANGES: LI BUS COMMITTEE NOTIFICATION SERVICE REVISION N94 WESTBOUND TRAVEL PATH in PLAINVIEW and WOODBURY

SERVICE ISSUE:

The N94 is a shuttle route that provides access from the Hicksville Long Island Rail Road (LIRR) Station to the Crossways Corporate Park and Gateways Corporate Park employment centers in Woodbury. The N94 operates only during weekday peak periods and travels via the intermediate community of Plainview.

Currently, all N94 trips operate in a unidirectional loop traveling in the same direction in the weekday AM and weekday PM peak periods. In the PM peak period, customers at Gateways Corporate Park and along Woodbury Road (east of South Oyster Bay Road) returning to the Hicksville LIRR station must first travel circuitously in the opposite direction, going through Crossways Corporate Park before traveling towards the Hicksville LIRR Station.

RECOMMENDED SOLUTION:

To simplify the service pattern to provide a more marketable service, revise the westbound (to Hicksville) N94 travel path in Plainview and Woodbury to be symmetrical with the current eastbound travel path. This revision would eliminate the circuitous ride for westbound customers traveling from Gateways Corporate Park and Woodbury Road to the Hicksville LIRR station. Nine westbound bus stops would be added (symmetrical with the eastbound stops) and one westbound bus stop would be relocated. The LIRR has been advised of this travel path revision and an associated schedule revision.

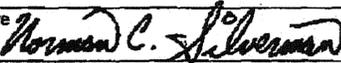
ESTIMATED IMPACT:

This travel path revision and an associated planned schedule revision would decrease operating cost by a total of approximately \$77,000 annually. This revision would simplify the N94 service pattern by providing more direct service and make the route more marketable, which should encourage ridership, and provide for more efficient utilization of service.

PLANNED IMPLEMENTATION:

January 2010.

Staff Summary

Subject	N94 Westbound Travel Path Revision in Plainview and Woodbury
Department	Operations Planning
Department Head Name	Norman C. Silverman
Department Head Signature	
Project Manager Name	Eileen Downing

Date	October 28, 2009
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	President		X		
2	LI Bus Comm			X	

Internal Approvals			
Order	Approval	Order	Approval
3	President		
2	Exec. Vice President		
1	Vice President, Operations Planning		 NCS 10/28/09

Narrative

PURPOSE:

The purpose of this staff summary is to gain presidential approval for, and to inform the LI Bus Committee of a recommendation to revise the westbound N94 travel path in Plainview and Woodbury to use a path that is symmetrical with the current eastbound travel path.

DISCUSSION:

The N94 is a shuttle route, also known as the "Woodbury Shuttle," which operates only during weekday peak periods providing access to the Crossways and Gateways Corporate Parks in Woodbury from the Hicksville Long Island Rail Road (LIRR) station via the intermediate community of Plainview. The N94 travels a one-way distance of approximately 7 miles between Hicksville and Woodbury, transporting an average of 112 passengers per weekday. The N94 is one of two LI Bus routes that are partially subsidized by the LIRR. These routes are designed to connect employment centers with the railroad, providing a convenient transit option to major employment locations that are not proximate to LIRR stations. The other LI Bus shuttle route partially subsidized by the LIRR is the N95, also known as the "Farmingdale Shuttle," connecting the Farmingdale LIRR station with a large commercial area along the Route 110 corridor in Melville, Suffolk County, near the Nassau-Suffolk border. Both routes are operated as regular LI Bus routes using standard buses with regular fares.

Currently, all N94 trips operate in a unidirectional loop traveling in the same direction in the weekday AM and weekday PM peak periods. The N94 travels eastbound to Woodbury via Woodbury Road, Gateways Corporate Park, Crossways Corporate Park, and then returns westbound to Hicksville by traveling via the Long Island Expressway Westbound Service Road, South Oyster Bay Road and Woodbury Road. Therefore, in the PM peak period, customers at Gateways Corporate Park and

The legal name of MTA Long Island Bus is Metropolitan Suburban Bus Authority.

customers along Woodbury Road east of South Oyster Bay Road who are returning to the Hicksville LIRR station must first travel in the opposite direction, going through Crossways Corporate Park before traveling towards the Hicksville LIRR Station.

Ridership on the N94 route is very low and has been declining; from 2007 to 2009 ridership has declined by approximately 18% and is now approximately 112 per weekday. Simplifying the service pattern to provide more direct service for customers returning to the Hicksville LIRR station from both the Gateways Corporate Park and Woodbury Road east of South Oyster Bay Road would increase the marketability of the route and should encourage ridership.

To provide a more marketable service, which would provide more direct service for westbound customers going to the Hicksville LIRR station, revise the westbound travel path to be symmetrical to the current eastbound path, by traveling from the Crossways Corporate Park via Jericho Turnpike, Piquets Lane, Gateways Corporate Park and Woodbury Road. The current one-way, mostly non-stop, westbound travel path from the Crossways Corporate Park via the Long Island Expressway Service Road and South Oyster Bay Road would be discontinued. This revision would improve service to customers using the N94 along Woodbury Road east of South Oyster Bay Road and to customers at the Gateways Corporate Park by providing more direct service to the Hicksville LIRR station, instead of first traveling circuitously in the opposite direction. See attached map. Customers traveling from Crossways Corporate Park to the Hicksville LIRR station would have a small increase in travel time of approximately 3 minutes, from a current travel time of approximately 20 minutes.

On the proposed westbound travel path, nine N94 bus stops would be added between the Crossways Corporate Park and Woodbury Road at South Oyster Bay Road in locations symmetrical to the existing eastbound bus stops:

Proposed Westbound N94 Bus Stops	
1.	Piquets Lane & Jericho Turnpike
2.	Woodbury Road & Candor Drive
3.	Froelich Farm Boulevard & Woodbury Road
4.	Froelich Farm Boulevard & Sunnyside Boulevard
5.	Sunnyside Boulevard & Woodbury Road
6.	Woodbury Road & Lark Drive
7.	Woodbury Road & Den Place
8.	Woodbury Road & South Oaks Drive
9.	Woodbury Road & Stradford Road

No current bus stops would be discontinued; however, one existing westbound bus stop, used by less than 10 customers per day, would be relocated around the corner to be consistent with the revised travel path, from South Oyster Bay Road at Woodbury Road to Woodbury Road at Bruce Avenue, a maximum walk of approximately 940 feet. This location would be directly across the street from the current eastbound bus stop.

As this revision would only affect the westbound N94 travel path, there would be no change to the current eastbound travel path or bus stops.

In addition to this proposed travel path revision, schedule revisions are being planned for the N94 that will adjust service frequency to more closely match ridership demand and to normalize the schedule

The legal name of MTA Long Island Bus is Metropolitan Suburban Bus Authority.

with even headways. The schedule revisions would reduce the number of round trips in each peak period from 4 round trips to 3 round trips (a daily total of 8 round trips vs. 6 round trips). This would reduce the average loading per round trip from the current 14 per round trip to 18 per round trip, still well below seated occupancy of at least 40 per bus. The LIRR has been advised of this travel path revision and associated schedule revision.

RECOMMENDATION:

To simplify the N94 service pattern to provide a more marketable service, revise the westbound N94 travel path in Plainview and Woodbury to be symmetrical with the current eastbound travel path. The loop segment of the westbound travel path between the current eastern terminus (Crossways Corporate Park) and Woodbury Road at South Oyster Bay Road would be revised to be symmetrical with the current eastbound travel path. This revision would improve service to customers at the Gateways Corporate Park and to customers along Woodbury Road east of South Oyster Bay Road, as they would no longer have to ride circuitously in the opposite direction to return to Hicksville.

Nine westbound bus stops would be added at locations that are symmetrical with current eastbound bus stops. No bus stops would be discontinued, except the current westbound bus stop on South Oyster Bay Road at Woodbury Road would be relocated around the corner from its existing location to be consistent with the revised travel path, a maximum walk of approximately 940 feet.

ALTERNATIVES:

The only alternative for the N94 would be to leave the current travel path unchanged and/or not implement the associated schedule adjustment. This would forego the opportunity to provide a more symmetrical and more marketable, more direct service for Gateways Corporate Park customers and Woodbury Road customers returning to the Hicksville LIRR station, and would not be responsive to the low service utilization on this route.

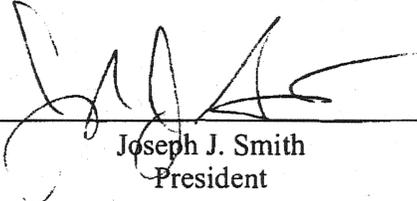
IMPACT ON FUNDING:

This travel path revision, with the associated planned schedule revision, would decrease operating cost by a total of approximately \$77,000 annually. Creating a symmetrical and more marketable service pattern on the N94 should increase ridership.

IMPLEMENTATION

Implementation is planned for January 2010.

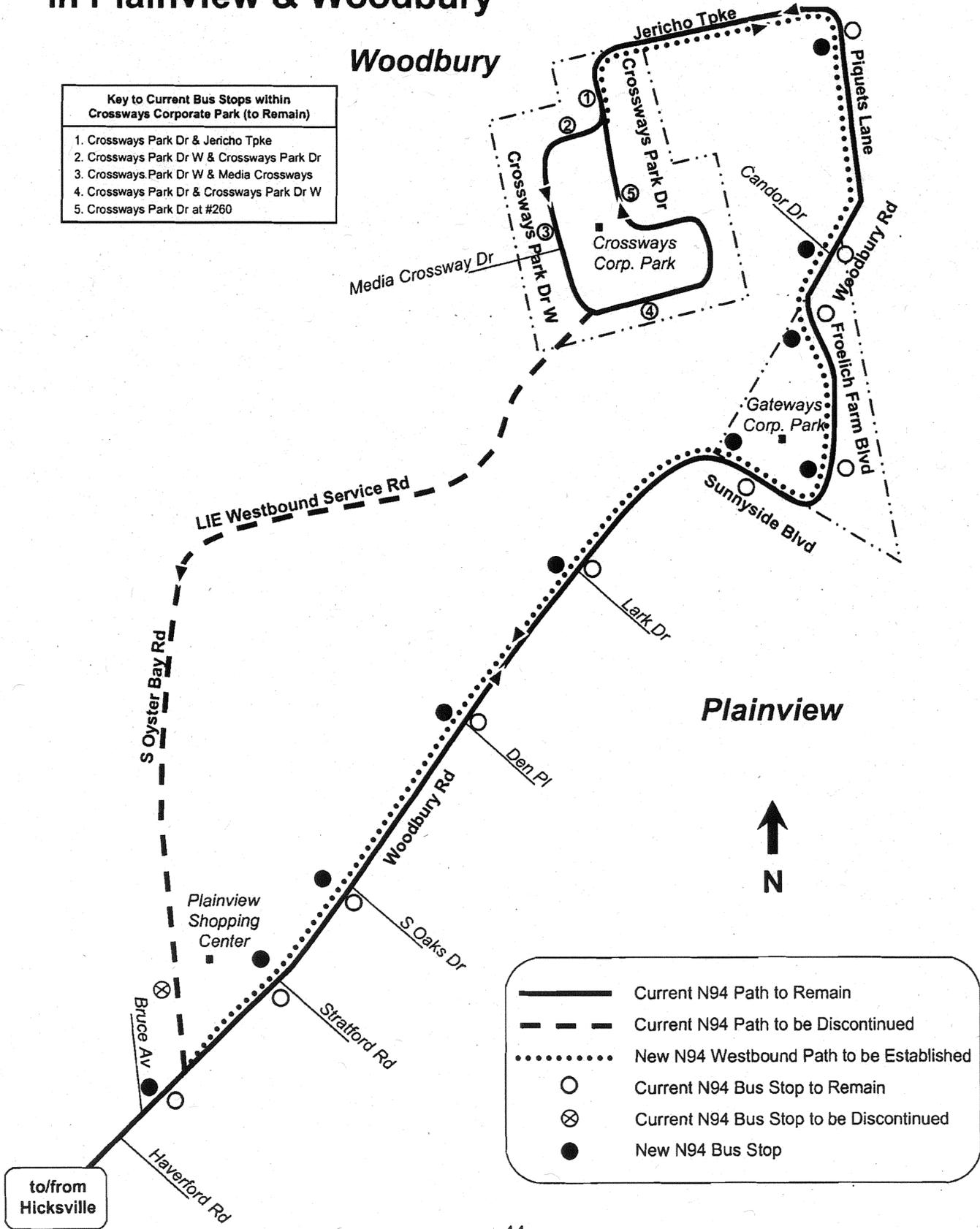
Approved:

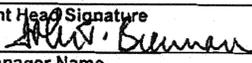


Joseph J. Smith
President

N94 Westbound Travel Path Revision in Plainview & Woodbury

Key to Current Bus Stops within Crossways Corporate Park (to Remain)	
1.	Crossways Park Dr & Jericho Tpke
2.	Crossways Park Dr W & Crossways Park Dr
3.	Crossways Park Dr W & Media Crossways
4.	Crossways Park Dr & Crossways Park Dr W
5.	Crossways Park Dr at #260



Subject Request for Authorization to Award Various Procurements	Date October 27, 2009
Department Procurement & Material Control	Vendor Name Various
Department Head Name John T. Brennan	Contract Number Various
Department Head Signature 	Contract Manager Name Various
Project Manager Name Various	Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	LI Committee	11/10/09			
2	Finance Committee	11/16/09			
3	MTA Board	11/18/09			

Internal Approvals			
Order	Approval	Order	Approval
X	President		VP Administration
	Sr. VP Operations		CIO
	VP Finance		Other
X	General Counsel		

PURPOSE: To obtain approval of the Board to award various contracts and purchase orders, and to inform the LI Committee of these procurement actions.

DISCUSSION:

LI Bus proposes to award Non-Competitive procurements in the following categories: None

LI Bus proposes to award Competitive procurements in the following categories: None

LI Bus presents the following procurement actions for Ratification: None

BUDGET IMPACT: None

RECOMMENDATION: None

MTA LONG ISLAND BUS

WHEREAS, in accordance with Section 1265-a and Section 1209 of the Public Authorities law and the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive purchase and public work contracts, and the solicitation and award of request for proposals in regard to purchase and public work contracts; and

WHEREAS, in accordance with the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive miscellaneous procurement contracts, and certain change orders to procurement, public work, and miscellaneous procurement contracts; and

WHEREAS, in accordance with Section 2879 of the Public Authorities Law and the All Agency Guidelines for Procurement of Services, the Board authorizes the award of certain service contracts and certain change orders to service contracts.

NOW, upon the recommendation of the Executive Director, the Board resolves as follows:

1. As to each purchase and public work contract set forth in the annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.
2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals and authorizes the solicitation of such proposals.
3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.
4. The Board ratifies each action taken set forth in Schedule D for which ratification is requested.
5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; v) the contract modifications to purchase and public work contracts set forth in Schedule I; and vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.
6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.
7. The Board authorizes the budget adjustments to estimated contracts set forth in Schedule L.

Long Island Rail Road Committee Work Plan

I. RECURRING AGENDA ITEMS

Approval of Minutes
2009 Committee Work Plan
Financial Report
Status of Operations
MTA Police Report
Capital Program Report
Procurements

Responsibility

Committee Chair
President
VP & CFO
Sr. V.P. – Operations
MTA Police
Capital Program Management
Procurement & Logistics

II. SPECIFIC AGENDA ITEMS

November 2009
Gap Remediation Update
Review of Committee Charter

Responsibility

President

December 2009
2010 Final Proposed Budget

Management & Budget

LONG ISLAND RAIL ROAD COMMITTEE WORK PLAN

DETAILED SUMMARY

I. RECURRING AGENDA ITEMS

Approval of Minutes

The Committee Chair will request a motion to approve the minutes of the prior month's meeting.

2009 Work Plan

The Work Plan will list, by month, the topics scheduled for review. The Committee will be advised if any changes have been made to the plan.

Monthly Financial Report

A monthly report will be provided that compares the Railroad's actual financial performance against its budget and/or forecast both on an accrual and cash basis. It will also include a comparison of actual monthly ticket sales, ridership and revenues with the budget and prior year results.

Report on Operations

A monthly report will be given highlighting key operating performance statistics and indicators.

Capital Program Progress Report

A report will be provided highlighting significant capital program accomplishment in the month reported.

Procurements

List of procurement action items requiring Board approval and items for Committee and Board information. The Non-Competitive items will be first, followed by the Competitive items and then the Ratifications. The list will include items that need a 2/3 vote of the Board for approval. In addition, each quarter a status report will be provided on inventory activity and balances.

Police Activity Report

MTA Police will highlight the significant police activities incurred during the month reported.

II. SPECIFIC AGENDA ITEMS

NOVEMBER 2009

Gap Remediation Update

An updated status will be provided on the actions that have been taken or that are under consideration to mitigate the hazards related to the excessive "Gaps" at station platforms.

Review Committee Charter

Annual review of LIRR/LI Bus Committee Charter for Committee revision/approval.

DECEMBER 2009

2010 Final Proposed Budget

The Committee will recommend action to the Board on the Final Proposed Budget for 2010.



Long Island Rail Road

Monthly Financial Report

September 2009

EXECUTIVE FINANCIAL AND RIDERSHIP REPORT
(\$ In Millions)
For the Month Ending September 30, 2009

RIDERSHIP

Year-to-date September ridership was (0.5) million, or (0.9)% below the forecast and (5.2)% below 2008 actuals. When calendar adjusted, 2009 actuals were (4.9)% below 2008 actuals. Ridership in September was (0.1) million, or (2.0)% below forecast and (5.3)% below 2008 actuals.

- Year-to-date September Commutation was (1.0) million or (2.6)% below forecast, and (6.6)% below 2008 actuals. When calendar adjusted, 2009 actuals were (6.1)% below 2008 actuals. Commutation in September was (0.3) million or (6.9)% below forecast and (9.9)% below 2008 actuals.
- Year-to-date September Non-Commutation was 0.5 million, or 1.8% above forecast and (3.2)% below 2008 actuals. Non-Commutation in September was 0.1 million, or 5.3% above forecast and 1.7% above 2008 actuals.

REVENUE

Year-to-date September **Total Revenues** (including Capital and Other Reimbursements) of \$538.3 were \$(1.2) or (0.2)% unfavorable to forecast. The month of September of \$61.5 was unfavorable to forecast by \$(4.0) or (6.1)%.

- Y-T-D **Farebox Revenues** were \$(3.2) unfavorable to forecast. The month was \$(0.4) unfavorable to forecast due to lower ridership, partially offset by higher yield per passenger.
- Y-T-D **Other Operating Revenues** were \$2.9 favorable to forecast. The month was \$0.5 favorable to forecast due to timing of station privileges.
- Y-T-D **Capital and Other Reimbursements** were \$(1.0) unfavorable to forecast. The month was \$(4.0) unfavorable to forecast.

OPERATING EXPENSES

Year-to-date September **Total Expenses** (including depreciation and other) of \$1,287.5 were favorable to forecast by \$21.4. The total expenses for the month of \$146.7 were favorable to forecast by \$3.5 or 2.4%.

Labor Expenses, \$(0.1) unfavorable Y-T-D; \$1.1 favorable for the month.

- Payroll, \$2.1 favorable Y-T-D; \$0.5 favorable for the month (primarily lower retiree sick/vacation).
- Overtime, \$(3.0) unfavorable Y-T-D; \$(0.1) unfavorable for the month (primarily higher relief day overtime).
- Health and Welfare, \$(0.3) unfavorable Y-T-D; \$(0.1) unfavorable for the month (primarily higher rates).
- OPEB Current Payment, \$1.7 favorable Y-T-D; \$0.1 favorable for the month (primarily lower rates).
- Other Fringe, unfavorable \$(0.7) Y-T-D; \$0.6 favorable for the month (Railroad Retirement tax and Railroad Unemployment Insurance).

Non-Labor Expenses, \$28.4 favorable Y-T-D, \$4.7 favorable for the month.

- **Traction and Propulsion Power**, \$(0.3) unfavorable Y-T-D; \$(0.1) unfavorable for the month (primarily prior period billing corrections, partially offset by lower rates).
- **Fuel for Buses and Trains**, \$0.2 favorable Y-T-D; on forecast for the month.
- **Insurance**, \$0.2 favorable Y-T-D; on forecast for the month.
- **Claims**, \$(1.0) unfavorable Y-T-D; \$(2.3) unfavorable for the month (increase in employee reserves).
- **Maintenance and Other Operating Contracts**, \$10.4 favorable Y-T-D; \$2.3 favorable for the month (primarily delayed IESS initiative and various IT initiatives).
- **Professional Services**, \$4.4 favorable Y-T-D; \$0.9 favorable for the month (primarily the timing of invoices/activity).
- **Materials and Supplies**, \$14.0 favorable Y-T-D; \$3.6 favorable for the month (primarily delay in fleet Life Cycle Maintenance, bench test equipment, communication and power Engineering material and East Side Access).
- **Other Business Expenses**, \$0.4 favorable Y-T-D; \$0.2 favorable for the month (primarily the timing of invoices/activity).

Depreciation and Other, \$(6.9) unfavorable Y-T-D; \$(2.3) unfavorable for the month (primarily Environmental Remediation).

FAREBOX OPERATING RATIO

The year-to-date Farebox Operating Ratio was 43.7%, 0.2 percentage point higher than year-to-date August. The Farebox Operating Ratio for the month of September of 44.9% was 0.5 percentage point above forecast resulting from lower expenses, which increased the ratio by 0.9 percentage points, partially offset by lower revenue, which decreased the ratio by (0.4) percentage point.

TABLE 1

MTA LONG ISLAND RAIL ROAD
 JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST
 ACCRUAL STATEMENT OF OPERATIONS by CATEGORY
 September 2009
 (\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)	
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$45,474	\$45,041	(\$0,433)	(1.0)	\$0,000	\$0,000	\$0,000	-	\$45,474	\$45,041	(\$0,433)	(1.0)
Vehicle Toll Revenue	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Other Operating Revenue	2,328	2,781	0,454	19.5	0,000	0,000	0,000	-	2,328	2,781	0,454	19.5
Capital & Other Reimbursements	0,000	0,000	0,000	-	17,681	13,662	(4,019)	(22.7)	17,681	13,662	(4,019)	(22.7)
Total Revenue	\$47,802	\$47,823	\$0,021	0.0	\$17,681	\$13,662	(\$4,019)	(22.7)	\$65,483	\$61,485	(\$3,998)	(6.1)
Expenses												
Labor:												
Payroll	\$36,410	\$36,584	(\$0,174)	(0.5)	\$6,498	\$5,783	\$0,715	11.0	\$42,908	\$42,367	\$0,541	1.3
Overtime	6,410	6,655	(0,245)	(3.8)	0,913	0,737	0,176	19.3	7,323	7,392	(0,069)	(0.9)
Health and Welfare	6,214	6,422	(0,208)	(3.3)	1,089	0,956	0,133	12.2	7,303	7,378	(0,075)	(1.0)
OPEB Current Payment	4,289	4,147	0,142	3.3	0,000	0,000	0,000	-	4,289	4,147	0,142	3.3
Pensions	10,350	10,600	(0,249)	(2.4)	2,073	1,823	0,250	12.0	12,423	12,423	0,000	0.0
Other Fringe Benefits	7,030	6,618	0,412	5.9	1,311	1,150	0,161	12.3	8,341	7,768	0,573	6.9
Reimbursable Overhead	(2,477)	(2,068)	(0,408)	(16.5)	2,477	2,068	0,408	16.5	0,000	0,000	0,000	-
Total Labor Expenses	\$68,227	\$68,959	(\$0,732)	(1.1)	\$14,361	\$12,517	\$1,843	12.8	\$82,588	\$81,476	\$1,112	1.3
Non-Labor:												
Traction and Propulsion Power	\$7,200	\$7,259	(\$0,060)	(0.8)	\$0,000	\$0,013	(\$0,013)	-	\$7,200	\$7,272	(\$0,073)	(1.0)
Fuel for Buses and Trains	1,225	1,238	(0,013)	(1.1)	0,000	0,000	0,000	-	1,225	1,238	(0,013)	(1.1)
Insurance	1,324	1,303	0,021	1.6	0,091	0,068	0,023	24.8	1,414	1,371	0,043	3.1
Claims	1,399	3,660	(2,261)	*	0,000	0,000	0,000	-	1,399	3,660	(2,261)	*
Paratransit Service Contracts	0,000	0,000	0,000	-	0,000	0,000	0,000	-	0,000	0,000	0,000	-
Maintenance and Other Operating Contracts	6,551	4,231	2,320	35.4	0,889	0,671	0,018	2.6	7,240	4,902	2,338	32.3
Professional Service Contracts	2,313	1,429	0,885	38.2	0,038	0,031	0,006	16.6	2,351	1,460	0,891	37.9
Materials & Supplies	10,925	9,510	1,415	13.0	2,496	0,352	2,144	85.9	13,421	9,862	3,559	26.5
Other Business Expenses	1,031	0,804	0,227	22.0	0,007	0,010	(0,003)	(37.3)	1,038	0,813	0,224	21.6
Total Non-Labor Expenses	\$31,968	\$29,435	\$2,533	7.9	\$3,320	\$1,145	\$2,175	65.5	\$35,288	\$30,579	\$4,709	13.3
Other Expense Adjustments:												
Other	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Total Other Expense Adjustments	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Total Expenses before Depreciation & Other Post	\$100,195	\$98,393	\$1,802	1.8	\$17,681	\$13,662	\$4,019	22.7	\$117,876	\$112,055	\$5,821	4.9
Depreciation	\$25,261	\$25,261	\$0,000	0.0	\$0,000	\$0,000	\$0,000	-	\$25,261	\$25,261	\$0,000	0.0
Other Post Employment Benefits	6,599	6,355	0,244	3.7	0,000	0,000	0,000	-	6,599	6,355	0,244	3.7
Environmental Remediation	0,500	3,030	(2,530)	*	0,000	0,000	0,000	-	0,500	3,030	(2,530)	*
Total Expenses	\$132,556	\$133,040	(\$0,484)	(0.4)	\$17,681	\$13,662	\$4,019	22.7	\$150,237	\$146,701	\$3,535	2.4
Net Surplus/(Deficit)	(\$84,754)	(\$85,217)	(\$0,463)	(0.5)	\$0,000	\$0,000	\$0,000	-	(\$84,754)	(\$85,217)	(\$0,463)	(0.5)

TABLE 2

MTA LONG ISLAND RAIL ROAD
 JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST
 ACCRUAL STATEMENT OF OPERATIONS by CATEGORY
 September Year-To-Date
 (\$ in millions)

	Nonreimbursable			Reimbursable			Total		
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)		
	Mid-Year Forecast	Actual	Percent	Mid-Year Forecast	Actual	Percent	Mid-Year Forecast	Actual	Percent
Revenue									
Farebox Revenue	\$381,053	\$377,863	(0.8)	\$0,000	\$0,000	0.0	\$381,053	\$377,863	(0.8)
Vehicle Toll Revenue	0,000	0,000	-	0,000	0,000	0.0	0,000	0,000	-
Other Operating Revenue	24,303	27,250	12.1	0,000	0,000	-	24,303	27,250	12.1
Capital & Other Reimbursements	0,000	0,000	0.0	134,141	133,137	(1.004)	134,141	133,137	(0.7)
Total Revenue	\$405,356	\$405,113	(0.1)	\$134,141	\$133,137	(1.004)	\$539,497	\$538,250	(0.2)
Expenses									
Labor:									
Payroll	\$320,069	\$318,649	0.4	\$54,043	\$53,331	0.7	\$374,112	\$371,980	0.6
Overtime	65,382	66,088	(1.1)	7,407	9,712	(31.1)	72,789	75,800	(4.1)
Health and Welfare	56,944	57,109	(0.3)	9,055	9,150	(0.995)	65,998	66,259	(0.4)
OPEB Current Payment	37,852	36,165	4.5	0,000	0,000	-	37,852	36,165	4.5
Pensions	94,542	94,285	0.3	17,265	17,522	(2.258)	111,807	111,807	0.0
Other Fringe Benefits	73,520	74,061	(0.7)	10,951	11,065	(1.115)	84,471	85,126	(0.8)
Reimbursable Overhead	(20,455)	(20,213)	(1.2)	20,455	20,213	0.242	0,000	0,000	0.0
Total Labor Expenses	\$627,854	\$626,143	0.3	\$119,175	\$120,994	(1.520)	\$747,029	\$747,137	(0.0)
Non-Labor:									
Traction and Propulsion Power	\$61,496	\$61,724	(0.4)	\$0,048	\$0,121	0.072	\$61,544	\$61,844	(0.5)
Fuel for Buses and Trains	9,664	9,446	2.3	0,000	0,000	0.000	9,664	9,446	2.3
Insurance	11,819	11,806	0.1	0,621	0,436	0.185	12,440	12,243	1.6
Claims	11,235	12,199	(8.6)	0,000	0,000	0.000	11,235	12,199	(8.6)
Paratransit Service Contracts	0,000	0,000	-	0,000	0,000	0.000	0,000	0,000	-
Maintenance and Other Operating Contracts	56,802	46,210	18.6	5,851	6,028	(0.177)	62,653	52,238	16.6
Professional Service Contracts	16,362	11,869	4.94	0,514	0,607	(0.093)	16,877	12,476	26.1
Materials & Supplies	85,392	74,420	12.8	7,755	4,737	3.018	93,147	79,158	15.0
Other Business Expenses	7,004	6,519	6.9	0,176	0,213	(0.037)	7,180	6,732	6.2
Total Non-Labor Expenses	\$259,773	\$234,193	9.8	\$14,966	\$12,142	\$2,824	\$274,740	\$246,335	10.3
Other Expense Adjustments									
Other	\$0,000	\$0,000	-	\$0,000	\$0,000	0.000	\$0,000	\$0,000	-
Total Other Expense Adjustments	\$0,000	\$0,000	-	\$0,000	\$0,000	0.000	\$0,000	\$0,000	-
Total Expenses before Depreciation & Other Post	\$887,627	\$860,336	3.1	\$134,141	\$133,137	1.004	\$1,021,768	\$993,472	2.8
Depreciation	\$227,351	\$227,350	0.0	\$0,000	\$0,000	0.000	\$227,351	\$227,350	0.0
Other Post Employment Benefits	56,260	62,085	(6.6)	0,000	0,000	0.000	56,260	62,085	(6.6)
Environmental Remediation	1,524	4,572	(3.047)	0,000	0,000	0.000	1,524	4,572	(3.047)
Total Expenses	\$1,174,763	\$1,154,343	1.7	\$134,141	\$133,137	1.004	\$1,308,904	\$1,287,480	1.6
Net Surplus/(Deficit)	(\$769,406)	(\$749,230)	2.6	(\$0,000)	\$0,000	0.000	(\$769,406)	(\$749,230)	2.6

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL: ACCRUAL BASIS**

Generic Revenue or Expense Category		September 2009		Year-to-Date September 2009		Reason for Variance
		Non Reimb. Or Reimb.	Favorable/ (Unfavorable) Variance	Favorable/ (Unfavorable) Variance	%	
		\$	%	\$	%	
Pensions	Non Reimb.	(0.249)	(2.4)	0.258	0.3	Total pension actual to budget variance is on plan, however the estimated percentage of pension allocated to reimbursable was over-estimated.
	Reimb.	0.250	12.0	(0.258)	(1.5)	Total pension actual to budget variance is on plan, however the estimated percentage of pension allocated to reimbursable was over-estimated.
Other Fringe Benefits	Non Reimb.	0.412	5.9	(0.541)	(0.7)	Higher rates, partially offset by lower headcount.
	Reimb.	0.161	12.3	(0.115)	(1.0)	Higher rates.
Traction and Propulsion Power	Non Reimb.	(0.060)	(0.8)	(0.228)	(0.4)	Primarily due to prior period billing issues, partially offset by lower rates.
	Reimb.	(0.013)	-	(0.072)	*	VD Yard
Fuel	Non Reimb.	(0.013)	(1.1)	0.218	2.3	Primarily due to higher rates and consumption.
Insurance	Non Reimb.	0.021	1.6	0.013	0.1	Timing of accrued liabilities.
	Reimb.	0.023	24.8	0.185	29.8	Force Account Insurance associated with project activity.
Claims	Non Reimb.	(2.261)	*	(0.964)	(8.6)	Primarily due to increase in employee reserves.
Maintenance & Other Operating Contract	Non Reimb.	2.320	35.4	10.592	18.6	Primarily due to the timing of activity for IESS initiative, timing of invoices for computer software leases, telecommunications services, utilities and rubbish removal and tree trimming, deferred retrofit for diesel vehicles and lower costs for Penn Station maintenance.
	Reimb.	0.018	2.6	(0.177)	(3.0)	Primarily due to timing of project activity.

**MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL: ACCRUAL BASIS**

Generic Revenue or Expense Category	Non Reimb. Or Reimb.	September 2009		Year-to-Date September 2009		Reason for Variance
		Favorable/ (Unfavorable) Variance		Favorable/ (Unfavorable) Variance		
		\$	%	\$	%	
Professional Service Contracts	Non Reimb.	0.885	38.2	4.494	27.5	Primarily due to the timing of MTA chargebacks, security, fire monitoring contracts and consulting services, and timing of payments and activity for software consultants.
	Reimb.	0.006	16.6	(0.093)	(18.0)	Primarily due to timing of project activity.
Materials & Supplies	Non Reimb.	1.415	13.0	10.971	12.8	Timing of invoices for computer hardware, lower material usage primarily related to lower required MU running repairs, LCM/RCM HVAC initiatives pushed into 2010 and delayed purchase of bench test equipment, partially offset by greater running repairs for DE/DM Locos (propulsion module), accelerated LCM/RCM production of Knorr air supply units in the compressor shop and higher material costs in Track, Signal and Power in Engineering.
	Reimb.	2.144	85.9	3.018	38.9	Timing of East Side Access project material.
Other Business Expenses	Non Reimb.	0.227	22.0	0.485	6.9	Timing of bad debt expenses and lower employee expenses, partially offset by higher debit/credit transactions fees.
	Reimb.	(0.003)	(37.3)	(0.037)	(21.0)	Timing of miscellaneous project charges.
Other Post Employment Benefits	Non Reimb.	0.244	3.7	(3.825)	(6.6)	Lower GASB adjustment to reflect the value associated with unfunded accrued liability for post employment benefits.
Environmental Remediation	Non Reimb.	(2.530)	*	(3.047)	*	Higher projected year-end estimate for environmental reserves.

Table 4

	MTA LONG ISLAND RAIL ROAD						JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST					
	CASH RECEIPTS and EXPENDITURES						CASH RECEIPTS and EXPENDITURES					
	September 2009						September 2009					
	Month			Year-to-Date			Month			Year-to-Date		
	Mid - Year Forecast	Actual	Variance	Favorable (Unfavorable)	Percent		Mid - Year Forecast	Actual	Variance	Favorable (Unfavorable)	Percent	
Receipts												
Farebox Revenue	\$47,979	\$47,956	(\$0,023)	(0.0)		\$399,299	\$402,211	\$399,299	(\$2,912)	(0.7)		
Vehicle Toll Revenue	0,000	0,000	0,000	-		0,000	0,000	0,000	0,000	-		
Other Operating Revenue	2,767	2,758	(0,009)	(0.3)		26,727	26,727	0,000	0,000	0.0		
Capital & Other Reimbursements	21,340	13,688	(7,652)	(35.9)		155,558	159,053	3,495	(3,495)	(2.2)		
Total Receipts	\$72,086	\$64,402	(\$7,684)	(10.7)		\$581,584	\$587,161	(\$5,577)	(\$5,577)	(0.9)		
Expenditures												
Labor:												
Payroll	\$38,479	\$38,802	(\$0,323)	(0.8)		\$363,770	\$363,993	\$363,770	\$0,223	0.1		
Overtime	7,323	7,612	(0,289)	(3.9)		75,669	73,242	2,427	(2,427)	(3.3)		
Health and Welfare	7,249	6,761	0,488	6.7		58,950	65,980	7,030	7,030	10.7		
OPEB Current Payment	4,289	3,823	0,466	10.9		32,260	37,852	5,592	5,592	14.8		
Pensions	12,423	12,406	0,017	0.1		111,793	111,807	0,014	0,014	0.0		
Other Fringe Benefits	8,152	7,799	0,353	4.3		86,313	84,461	1,852	(1,852)	(2.2)		
GASB	0,000	0,000	0,000	-		0,000	0,000	0,000	0,000	-		
Reimbursable Overhead	0,000	0,000	0,000	-		0,000	0,000	0,000	0,000	-		
Total Labor Expenditures	\$77,915	\$77,202	\$0,713	0.9		\$728,755	\$737,335	(\$8,580)	(\$8,580)	1.2		
Non-Labor:												
Traction and Propulsion Power	\$7,134	\$5,635	\$1,499	21.0		\$59,676	\$61,743	\$59,676	\$2,067	3.3		
Fuel for Buses and Trains	1,175	1,477	(0,302)	(25.7)		9,449	9,814	9,449	0,365	3.7		
Insurance	0,225	0,133	0,092	40.7		18,340	18,560	18,340	0,220	1.2		
Claims	1,404	0,192	1,212	86.3		10,689	10,689	6,591	4,098	38.3		
Paratransit Service Contracts	0,000	0,000	0,000	-		0,000	0,000	0,000	0,000	-		
Maintenance and Other Operating Contracts	8,950	7,678	1,272	14.2		60,341	71,059	60,341	10,718	15.1		
Professional Service Contracts	3,389	1,735	1,654	48.8		15,635	19,919	15,635	4,284	21.5		
Materials & Supplies	10,651	12,622	(1,971)	(18.5)		119,417	107,988	119,417	(11,429)	(10.6)		
Other Business Expenses	0,697	0,624	0,073	10.4		5,351	5,846	5,351	0,495	8.5		
Total Non-Labor Expenditures	\$33,625	\$30,096	\$3,529	10.5		\$294,800	\$305,618	(\$10,818)	(\$10,818)	3.5		
Other Expenditure Adjustments:												
Other	2,505	2,467	0,038	1.5		21,424	21,158	21,424	(0,266)	(1.3)		
Total Other Expenditure Adjustments	\$2,505	\$2,467	\$0,038	1.5		\$21,424	\$21,158	(\$0,266)	(\$0,266)	(1.3)		
Total Expenditures	\$114,045	\$109,766	\$4,279	3.8		\$1,044,978	\$1,064,111	\$19,133	\$19,133	1.8		
Cash Timing and Availability Adjustment	0,000	0,300	0,300	-		2,353	(0,000)	2,353	2,353	*		
Net Cash Deficit (excludes opening balance)	(\$41,959)	(\$45,065)	(\$3,106)	(7.4)		(\$461,042)	(\$476,950)	(\$15,908)	(\$15,908)	3.3		
Subsidies												
MTA	41,959	44,265	2,306	5.5		461,040	476,950	461,040	(15,910)	(3.3)		

Table 5

MTA LONG ISLAND RAIL ROAD
 JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST
 EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS

Generic Revenue or Expense Category	September 2009			Year-to-Date as of September 30, 2009		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Receipts						
Farebox Revenue	(0.023)	(0.0)	Lower ridership \$(0.914) and Metrocard/AirTrain sales \$(0.010), partially offset by higher yields \$0.481, and advance sales impact \$0.420.	(2.912)	(0.7)	Lower ridership \$(3.264), partially offset by higher advance sales impact \$0.227, yields \$0.073, and Metrocard/AirTrain sales \$0.052.
Other Operating Revenue	(0.009)	(0.3)		0.830	3.2	Primarily the timing of rental, miscellaneous and special services revenue, partially offset by the timing of freight revenue.
Capital and Other Reimbursements	(7.652)	(35.9)	Timing of activity and reimbursement for capital and other reimbursements.	(3.495)	(2.2)	Timing of activity and reimbursement for capital and other reimbursements.
Expenditures						
Labor:						
Payroll	(0.323)	(0.8)	Primarily the timing of payroll and tax payments, partially offset by lower retiree/sick payments and lower rates.	0.223	0.1	Primarily lower retiree/sick payments and rates, partially offset by higher differentials, and the timing of payroll and tax payments.
Overtime	(0.289)	(3.9)	Primarily due to higher relief day overtime, rates, project and maintenance overtime, partially offset by higher availability and lower pure overtime.	(2.427)	(3.3)	Primarily higher project, maintenance, crewbook overtime and rates, partially offset by higher availability and lower open job coverage.
Health and Welfare	0.488	6.7	Primarily due to the timing of payments.	7.030	10.7	Timing of payments and lower heads, partially offset by higher rates.
OPEB Current Payment	0.466	10.9	Primarily due to lower payments and the timing of payments.	5.592	14.8	Primarily due to the timing of payments and lower payments.
Other Fringe Benefits	0.353	4.3	Lower Railroad Retirement Tax payments.	(1.852)	(2.2)	Primarily higher Railroad Retirement Tax payments.

Table 5

MTA LONG ISLAND RAIL ROAD
 JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST
 EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS

Generic Revenue or Expense Category	September 2009		Year-to-Date as of September 30, 2009		Reason for Variance
	Favorable/ (Unfavorable) Variance		Favorable/ (Unfavorable) Variance		
	\$	%	\$	%	
Non-Labor:					
Traction and Propulsion Power	1.499	21.0	2.067	3.3	Primarily due to lower rates and billing errors, partially offset by increased consumption and higher wayside payments.
Fuel for Buses and Trains	(0.302)	(25.7)	0.365	3.7	Primarily due to lower consumption.
Insurance	0.092	40.7	0.220	1.2	Timing of payments.
Claims	1.212	86.3	4.098	38.3	Primarily the timing of employee and non-employee payments.
Maintenance and Other Operating Contracts	1.272	14.2	10.718	15.1	Primarily due to the timing of activity for the IESS initiative, lower joint facility payments, the timing of payments for operating services, construction and utilities, partially offset by the timing of lease, rental and tree trimming payments.
Professional Service Contracts	1.654	48.8	4.284	21.5	Primarily the timing of and lower MTA Chargeback payments and the timing of payments for professional consulting services.
Materials and Supplies	(1.971)	(18.5)	(11.429)	(10.6)	Primarily the timing of program, production plan, and operating funded capital material and supplies.
Other Business Expenses	0.073	10.4	0.495	8.5	Primarily lower employee expense payments.
Other Expenditure Adjustments	0.038	1.5	(0.266)	(1.3)	Higher Metrocard/AirTrain pass through payments.

Table 6

	MTA LONG ISLAND RAIL ROAD JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST CASH CONVERSION (CASH FLOW ADJUSTMENTS) September 2009 (\$ in millions)									
	Month					Year-to-Date				
	Mid - Year Forecast	Actual	Variance	Percent (Unfavorable)	Percent	Mid - Year Forecast	Actual	Variance	Percent (Unfavorable)	Percent
Receipts										
Farebox Revenue	\$2,505	\$2,914	\$0,409	16.3	16.3	\$21,158	\$21,436	\$0,278	1.3	1.3
Vehicle Toll Revenue	0.000	0.000	0.000	-	-	0.000	0.000	0.000	-	-
Other Operating Revenue	0.439	(0.023)	(0,463)	-	-	1,584	(0,522)	(2,116)	-	-
Capital & Other Reimbursements	3,659	0,026	(3,633)	(99.3)	(99.3)	24,912	22,421	(2,491)	(10.0)	(10.0)
Total Receipts	\$6,603	\$2,917	(\$3,686)	(55.8)	(55.8)	\$47,664	\$43,334	(\$4,330)	(9.1)	(9.1)
Expenditures										
Labor:										
Payroll	\$4,429	\$3,565	(\$0,864)	(19.5)	(19.5)	\$10,119	\$8,210	(\$1,909)	(18.9)	(18.9)
Overtime	0.000	(0,220)	(0,220)	-	-	(0,453)	0,131	0,584	-	-
Health and Welfare	0.054	0,617	0,563	-	-	0,018	7,309	7,290	-	-
OPFB Current Payment	(0,000)	0,324	0,325	-	-	0,000	3,905	3,905	-	-
Pensions	0.000	0,017	0,017	-	-	0,000	0,014	0,014	-	-
Other Fringe Benefits	0,189	(0,030)	(0,220)	-	-	0,010	(1,187)	(1,196)	-	-
GASB	0.000	0.000	0.000	-	-	0.000	0.000	0.000	-	-
Reimbursable Overhead	0.000	0.000	0.000	-	-	0.000	0.000	0.000	-	-
Total Labor Expenditures	\$4,673	\$4,274	(\$0,399)	(8.5)	(8.5)	\$9,694	\$18,383	\$8,689	89.6	89.6
Non-Labor:										
Traction and Propulsion Power	\$0,066	\$1,638	\$1,572	-	-	(\$0,199)	\$2,168	\$2,367	-	-
Fuel for Buses and Trains	0,050	(0,238)	(0,288)	-	-	(0,150)	(0,003)	0,147	88.2	88.2
Insurance	1,189	1,238	0,048	4.0	4.0	(6,120)	(6,097)	0,023	0.4	0.4
Claims	(0,005)	3,468	3,473	-	-	0,546	5,607	5,061	-	-
Paratransit Service Contracts	0.000	0.000	0.000	-	-	0.000	0.000	0.000	-	-
Maintenance and Other Operating Contracts	(1,710)	(2,776)	(1,066)	(62.4)	(62.4)	(8,406)	(8,102)	0,304	3.6	3.6
Professional Service Contracts	2,770	(0,275)	(0,763)	(73.5)	(73.5)	(3,042)	(3,159)	(0,117)	(3.8)	(3.8)
Materials & Supplies	0.341	(2,760)	(5,530)	(44.5)	(44.5)	(14,841)	(40,260)	(25,419)	-	-
Other Business Expenses	0.000	0.189	(0,151)	(44.5)	(44.5)	1,334	1,381	0,047	3.5	3.5
Total Non-Labor Expenditures	\$1,663	\$0,483	(\$1,180)	(71.0)	(71.0)	(\$30,878)	(\$48,465)	(\$17,586)	(57.0)	(57.0)
Other Expenditure Adjustments:										
Other	(2,505)	(2,467)	0,038	1.5	1.5	(21,158)	(21,424)	(0,266)	(1.3)	(1.3)
Total Other Expenditure Adjustments	(\$2,505)	(\$2,467)	\$0,038	1.5	1.5	(\$21,158)	(\$21,424)	(\$0,266)	(1.3)	(1.3)
Total Expenditures before Depreciation	\$3,831	\$2,289	(\$1,542)	(40.2)	(40.2)	(\$42,343)	(\$51,506)	(\$9,163)	(21.6)	(21.6)
Depreciation Adjustment	25,261	25,261	(0,000)	(0.0)	(0.0)	227,351	227,350	(0,000)	0.0	0.0
Other Post Employment Benefits	6,599	6,555	(0,244)	(3.7)	(3.7)	58,280	62,085	3,825	6.6	6.6
Environmental Remediation	0.500	3,030	2,530	-	-	1,524	4,572	3,047	-	-
Total Expenditures	\$36,192	\$36,935	\$0,744	2.1	2.1	\$244,793	\$242,501	(\$2,291)	(0.9)	(0.9)
Cash Timing and Availability Adjustment	0.000	0.300	0.300	-	-	(0,000)	2,353	2,353	-	-
Total Cash Conversion Adjustments	\$42,795	\$40,152	(\$2,643)	(6.2)	(6.2)	\$292,456	\$288,188	(\$4,268)	(1.5)	(1.5)

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE and REIMBURSABLE
END-of-MONTH September 2009

	Mid-Year Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Executive VP	2	2	0
Labor Relations	11	11	0
Procurement & Logistics (excl. Stores)	90	82	8
Human Resources	105	100	5
SR VP Admin and Staff	2	2	0
Strategic Investments	38	38	0
President	4	4	0
VP & Chief Financial Officer	110	105	5
Information Technology	182	171	11
VP - East Side Access & Special Projects	26	26	0
Market Dev. & Public Affairs	67	67	0
Gen. Counsel & Secretary	38	36	2
System Safety	24	21	3
Security	6	6	0
VP Operations/Oper. Support & Analysis/SVP	43	41	2
Total Administration	748	712	36
Operations			
Transportation	1,883	1,867	16
Passenger Service (Ticket Clerks & Agents)	193	177	16
Total Operations	2,076	2,044	32
Maintenance			
Engineering	1,697	1,712	(15)
Equipment	1,933	1,937	(4)
Passenger Service (excl. Ticket Selling)	196	192	4
Procurement (Stores)	98	98	-
Total Maintenance	3,924	3,939	(15)
Engineering/Capital			
Department of Project Management	114	111	3
Total Engineering/Capital	114	111	3
Total Positions	6,862	6,806	56
Non-Reimbursable	5,860	5,885	(25)
Reimbursable	1,002	921	81
Total Full-Time	6,862	6,806	56
Total Full-Time Equivalents			

MTA LONG ISLAND RAIL ROAD
JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
NON-REIMBURSABLE and REIMBURSABLE
END-OF-MONTH SEPTEMBER 2009

Explanation of Variances
<p>NON-REIMBURSABLE POSITIONS - Unfavorable (25) positions primarily due to shift of project work force to maintenance in the Engineering Department and higher headcount in the Equipment Department, partially offset by hiring delays in the Transportation and Information Technology Departments, gradual attrition of Ticket Clerks (window closings) in the Passenger Services Department and vacancies company-wide.</p>
<p>REIMBURSABLE POSITIONS - Favorable 81 positions primarily due to timing of project work for the Engineering Department, partially offset by hiring delays and vacancies in the Department of Project Management.</p>

MTA LONG ISLAND RAIL ROAD
 JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
 END-of-MONTH SEPTEMBER 2009

	Mid-year Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	357	334	23
Professional, Technical, Clerical Operational Hourlies	391	378	13
Total Administration	748	712	36
Operations			
Managers/Supervisors	278	284	14
Professional, Technical, Clerical Operational Hourlies	1,622	1,610	12
Total Operations	2,076	2,044	32
Maintenance			
Managers/Supervisors	686	692	(6)
Professional, Technical, Clerical Operational Hourlies	2,76	2,84	12
	2,962	2,983	(21)
Total Maintenance	3,924	3,939	(15)
Engineering/Capital			
Managers/Supervisors	94	96	(2)
Professional, Technical, Clerical Operational Hourlies	20	15	5
Total Engineering/Capital	114	111	3
Public Safety			
Managers/Supervisors	-	-	-
Professional, Technical, Clerical Operational Hourlies	-	-	-
Total Public Safety	-	-	-
Total Positions			
Managers/Supervisors	1,415	1,386	29
Professional, Technical, Clerical Operational Hourlies	863	827	36
	4,584	4,593	(9)
Total Positions	6,862	6,806	56

SEPTEMBER 2009 RIDESHIP, REVENUE AND TICKET SALES REPORT

MTA LONG ISLAND RAIL ROAD

EXECUTIVE SUMMARY

September

- September 2009 **total ridership** was 6.9 million vs. 7.3 million in September 2008, a decrease of 385,245 passengers or a drop of 5.3%.
- September 2009 **commutation** ridership was 3.9 million vs. 4.4 million in September 2008, a decrease of 434,302 passengers or a drop of 9.9%.
- September 2009 **non-commutation** ridership was 3.0 million vs. 2.9 million in September 2008, an increase of 49,057 passengers or an increase of 1.7%.
- September 2009 **revenue*** was \$45.0 million vs. \$42.7 million, an increase of \$2.3 million or an increase of 5.4% compared to September 2008.
- September 2009 **ticket sales** were 2.7 million vs. 2.7 million, an increase of 25,163 tickets or an increase of 0.9% compared to September 2008.

Year To Date

- 2009 YTD **total ridership** was 5.2% below '08 (when calendar adjusted, YTD total ridership was 4.9% below '08), and 0.9% below forecast**.
- 2009 YTD **revenue*** was 1.0% below '08 and 0.8% below forecast**.
- 2009 YTD **ticket sales** were 4.1% below '08 and 1.2% above forecast**.

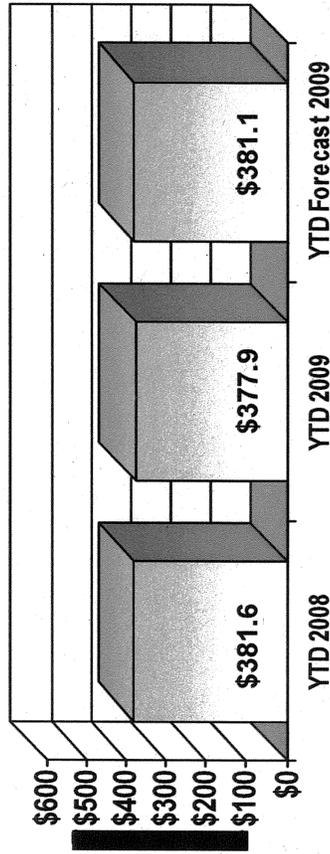
*Fare increase implemented on June 17, 2009.

**Based on Mid-year forecast.

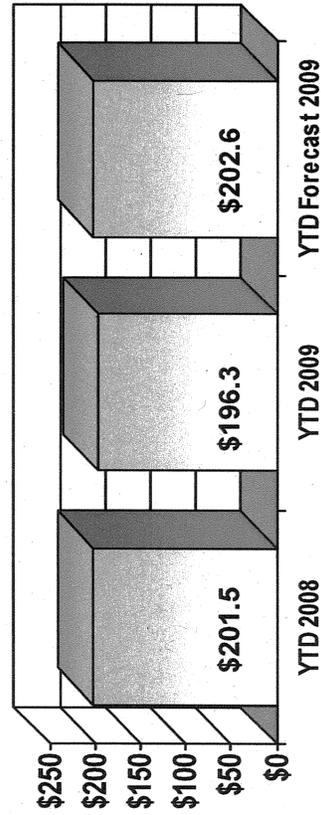
LIRR Year-to-Date Revenue*

- YTD Total revenue was 1.0% below '08 and 0.8% below forecast**.
- YTD Commutation revenue was 2.6% below '08 and 3.1% below forecast**.
- YTD Non-Commutation revenue was 0.8% above '08 and 1.8% above forecast**.

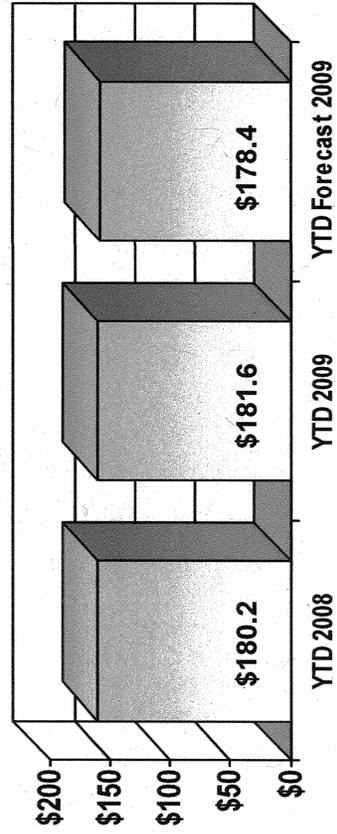
LIRR Year-to-Date Revenue - Total
(In Millions)



LIRR Year-to-Date Revenue - Commutation
(In Millions)



LIRR Year-to-Date Revenue - Non-Commutation
(In Millions)

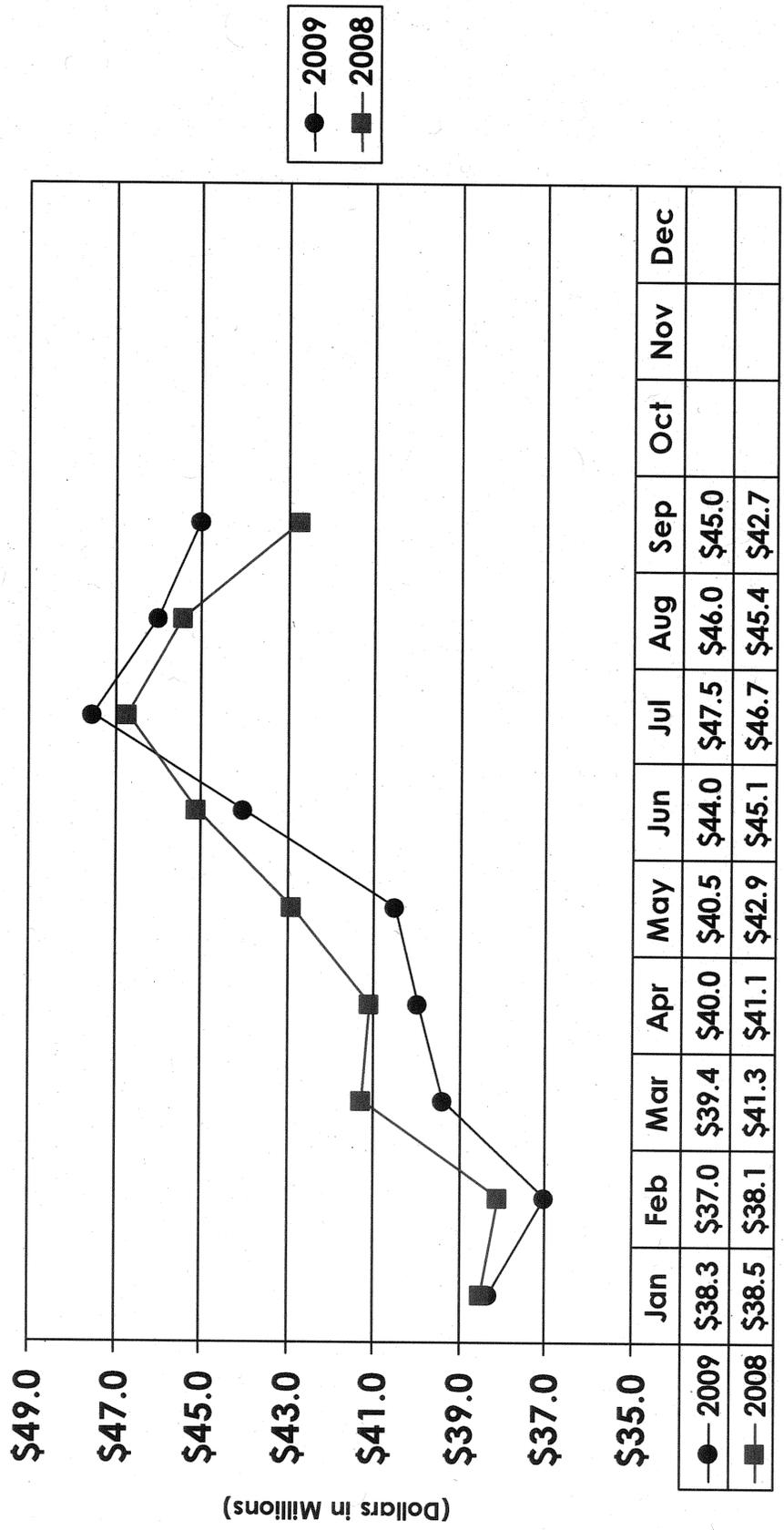


*Fare increase implemented on June 17, 2009.

**Based on Mid-year forecast.

September Revenue*

• September's Total revenue was 5.4% above '08 and 1.0% below forecast**.



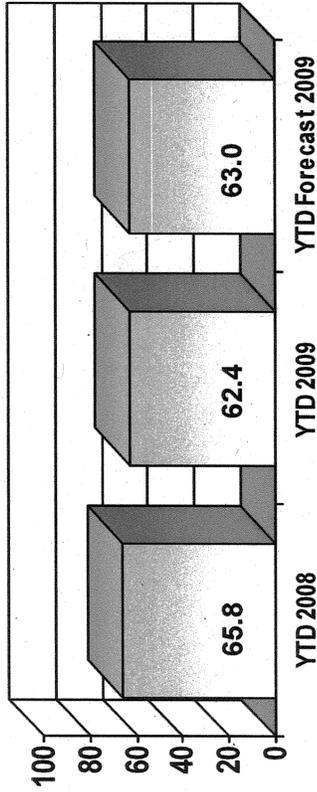
*Fare increase implemented on June 17, 2009.

**Based on Mid-year forecast.

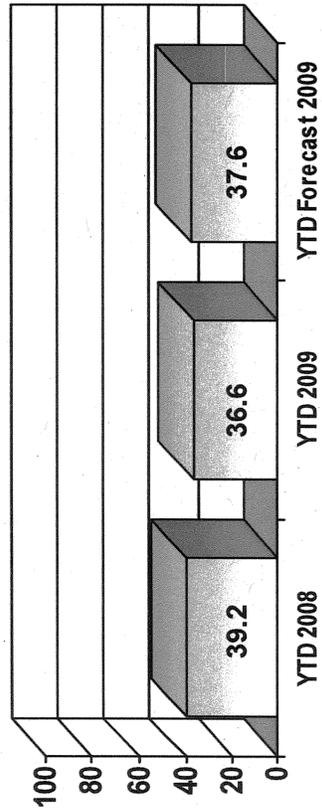
LIRR Year-to-Date Ridership

- **YTD Total ridership** was 5.2% below '08 (-4.9% when adjusted) and 0.9% below forecast*.
- **YTD Commutation ridership** was 6.6% below '08 (-6.1% when adjusted) and 2.6% below forecast*.
- **YTD Non-Commutation ridership** was 3.2% below '08 and 1.8% above forecast*.

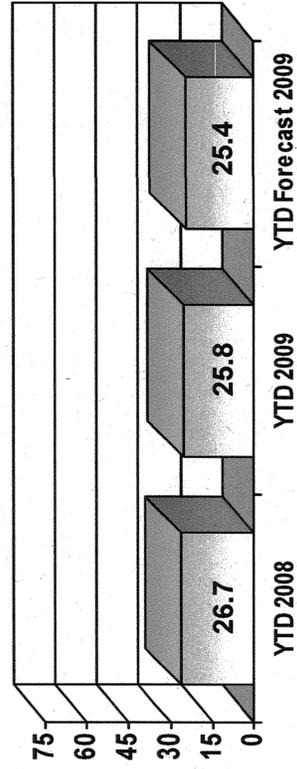
LIRR Year-to-Date Ridership - Total
(In Millions)



LIRR Year-to-Date Ridership - Commutation
(In Millions)



LIRR Year-to-Date Ridership - Non-Commutation
(In Millions)

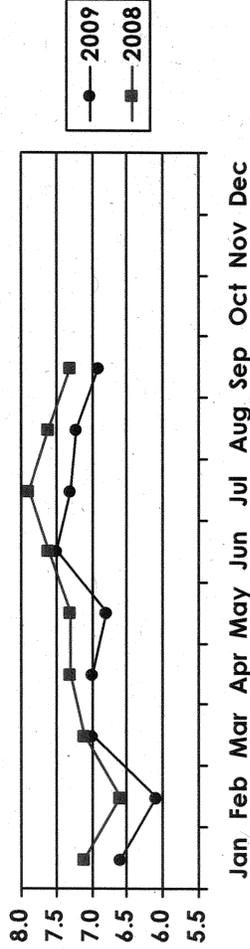


*Based on Mid-year forecast.

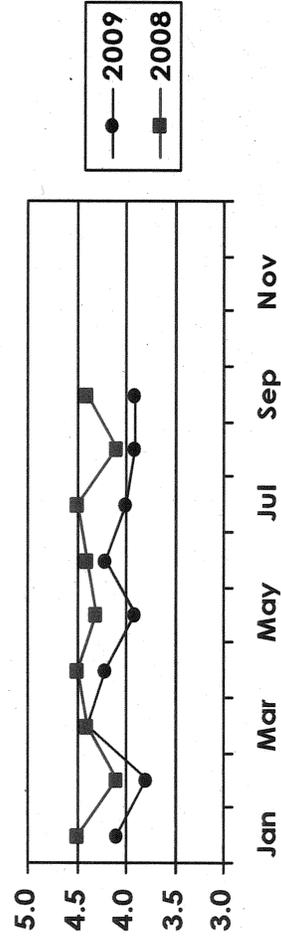
September Ridership

- September's **Total ridership** was 5.3% below '08 and 2.0% below forecast*.
- September's **Commutation ridership** was 9.9% below '08 and 6.9% below forecast*.
- September's **Non-Commutation ridership** was 1.7% above '08 and 5.3% above forecast*.

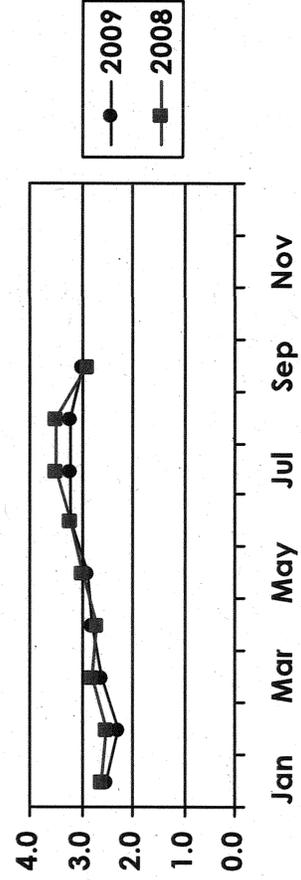
**Total Ridership
(In Millions)**



**Commutation Ridership
(In Millions)**



**Non-Commutation Ridership
(In Millions)**

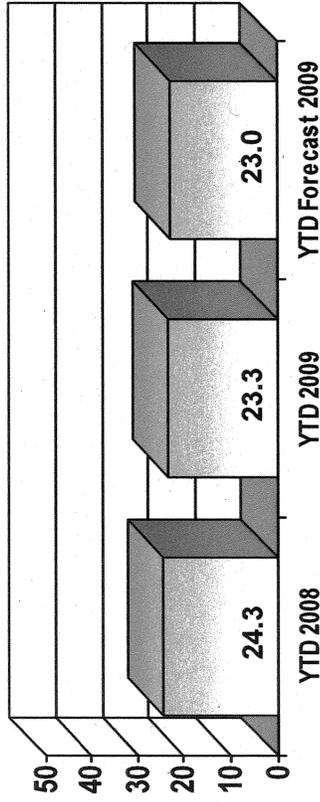


*Based on Mid-year forecast.

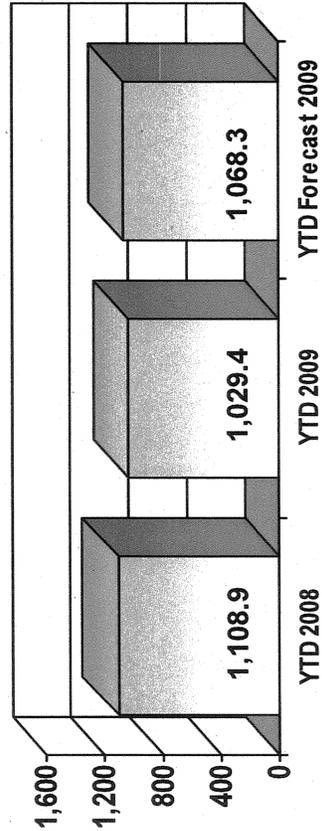
LIRR Year-to-Date Ticket Sales

- YTD **Total ticket sales** were 4.1% below '08 and 1.2% above forecast*.
- YTD **Commutation ticket sales** were 7.2% below '08 and 3.6% below forecast*.
- YTD **Non-Commutation ticket sales** were 4.0% below '08 and 1.4% above forecast*.

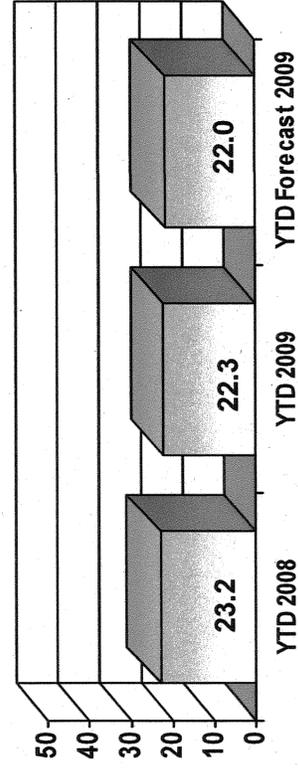
LIRR Year-to-Date Ticket Sales - Total
(In Millions)



LIRR Year-to-Date Ticket Sales - Commutation
(In Thousands)



LIRR Year-to-Date Ticket Sales - Non-Commutation
(In Millions)

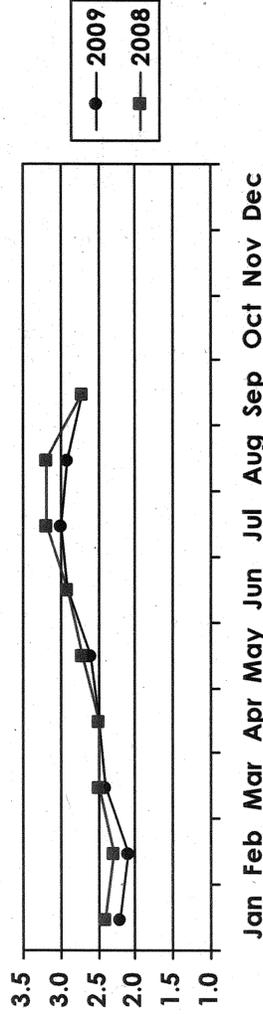


*Based on Mid-year forecast.

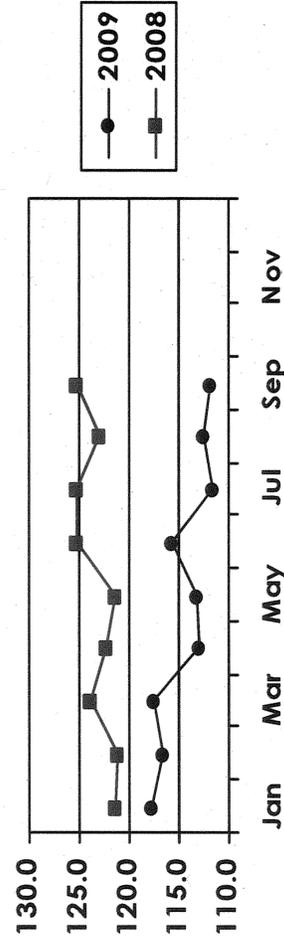
September Ticket Sales

- September's **Total ticket sales** were 0.9% above '08 and 3.7% above forecast*.
- September's **Commutation ticket sales** were 10.7% below '08 and 8.1% below forecast*.
- September's **Non-Commutation ticket sales** were 1.5% above '08 and 4.3% above forecast*.

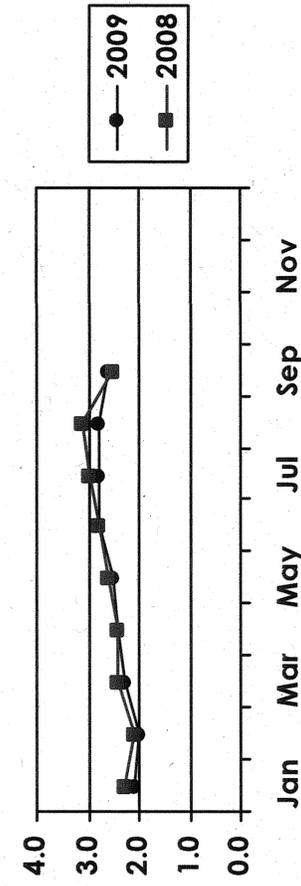
**Total Ticket Sales
(In Millions)**



**Commutation Ticket Sales
(In Thousands)**



**Non-Commutation Ticket Sales
(In Millions)**



*Based on Mid-year forecast.



LONG ISLAND RAIL ROAD

**MONTHLY
OPERATING
REPORT**

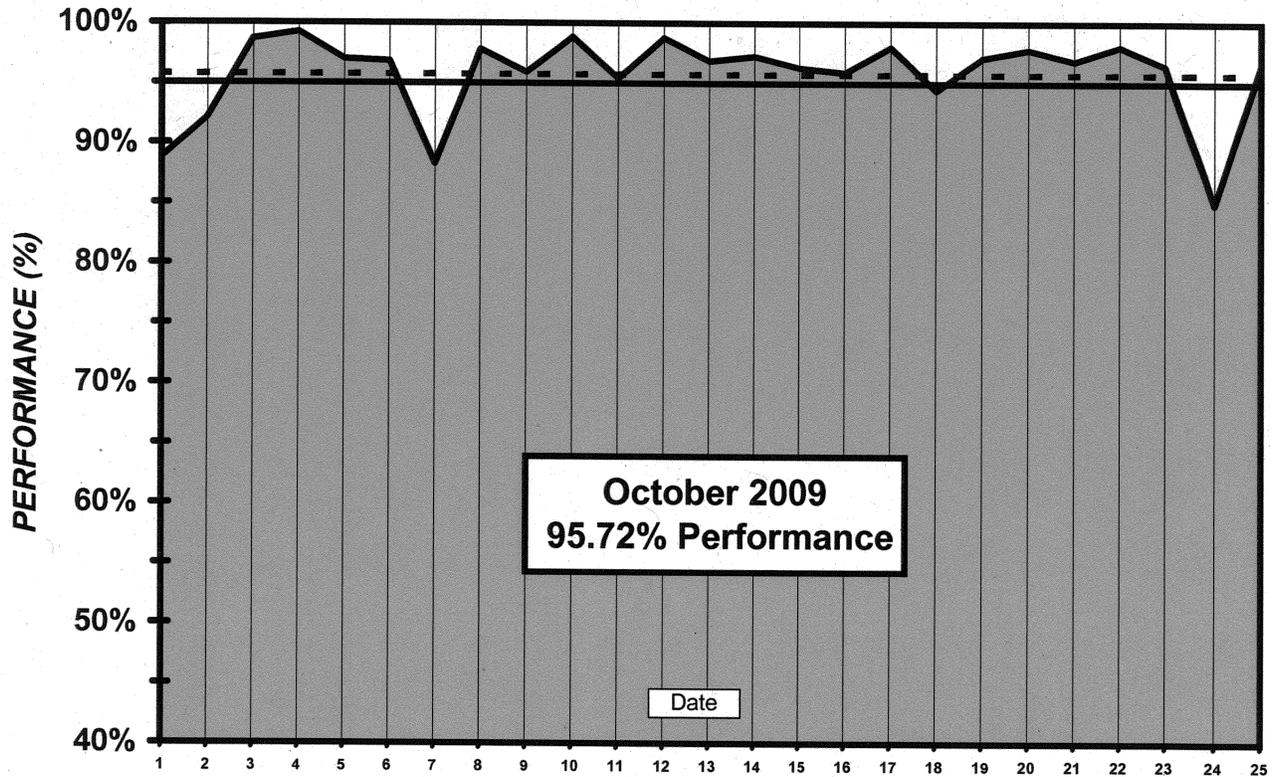
The graphic features the text "MONTHLY OPERATING REPORT" in large, bold, black, sans-serif capital letters. The text is centered within a square frame. The background of the frame is a grid of dotted lines. A large, faint, dotted outline of the state of New York is visible behind the text.

October 2009

Helena E. Williams
President

11/09/09*****

MONTHLY ON TIME PERFORMANCE



	Oct-09	Oct-08	YTD 2009	YTD 2008	Oct-09	Oct-08	Oct-09	Oct-08
	System On Time Performance				Trains Scheduled		Avg Minutes Late	
TOTAL	95.72%	95.0%	95.60%	95.3%	16,678	21,008	13.5	12.4
AM PEAK	95.86%	96.4%	96.20%	96.0%	2,465	3,358	12.6	13.0
PM PEAK	95.47%	95.0%	93.90%	93.9%	2,229	3,038	11.7	11.7
Peak Total	95.68%	95.7%	95.11%	95.0%	4,694	6,396		
OFF PEAK	95.74%	94.7%	95.79%	95.5%	11,984	14,612	14.0	12.5
as of c.o.b.---->	10/25/2009	10/25/2009	10/25/2009	10/25/2009	10/25/2009	10/25/2009	10/25/2009	10/25/2009

BRANCH ON-TIME PERFORMANCE

	Babln	Far Rock	Hicks/Hunt	Hemp	Long Beach	Montk	Oyster Bay	Port Jeff	Port Wash	Grnpt/Ronk	West Hemp	TOTAL
<u>Oct-08</u>												
TOTAL	95.0	98.2	93.1	96.9	97.1	94.4	91.8	92.6	96.6	91.6	96.9	95.0
AM Peak	97.6	97.2	95.4	98.0	97.5	94.0	98.1	92.4	94.4	96.1	97.4	96.3
PM Peak	93.9	98.6	91.0	96.6	96.4	96.9	88.4	93.8	97.5	95.4	97.1	95.0
Off Peak	94.5	98.3	93.0	96.7	97.2	94.1	90.9	92.3	96.9	89.4	96.8	94.7
<u>Oct-09</u>												
TOTAL	95.7	98.4	94.9	97.1	98.1	92.1	94.4	94.6	97.5	93.0	98.1	95.9
AM Peak	97.3	98.5	95.9	96.1	97.2	91.0	95.2	90.3	99.1	93.2	98.9	96.1
PM Peak	93.9	98.8	95.2	95.7	99.0	92.2	94.4	96.0	97.4	95.2	96.3	95.7
Off Peak	95.7	98.4	94.7	97.5	98.1	92.3	94.2	95.3	97.2	92.5	98.4	95.9
<u>2009 Y-T-D</u>												
TOTAL	95.3	98.1	94.9	97.3	96.7	93.0	95.4	94.0	96.4	93.4	97.8	95.6
AM Peak	96.3	96.8	96.4	97.4	96.8	93.9	96.2	93.5	96.9	95.6	97.9	96.2
PM Peak	92.6	97.8	92.2	95.4	95.5	92.0	89.9	93.3	96.2	92.7	96.2	93.9
Off Peak	95.6	98.4	95.1	97.6	96.8	93.0	96.3	94.3	96.4	93.0	98.2	95.8

CATEGORIES OF DELAY

	Previous Month September 2009	Current Month October 2009	September vs October 2009	Year-to Date		
				2009	2008	2009 vs 2008
Trains Late - Total	881	714	(167)	8,815	9,576	(761)
National Rail Passenger Corp	132	34	(98)	640	442	198
Capital Programs	5	15	10	135	163	(28)
Engineering	100	99	(1)	1,044	1,413	(369)
Penn Station Central Control	5	2	(3)	70	111	(41)
Maintenance of Equipment	171	117	(54)	1,778	2,248	(470)
Other / Miscellaneous	86	62	(24)	1,382	1,454	(72)
Public	305	256	(49)	2,968	2,815	153
Transportation	41	64	23	374	420	(46)
Vandalism	2	16	14	100	117	(17)
Maintenance of Way (Sched.)	34	49	15	324	393	(69)

EQUIPMENT

MEAN DISTANCE BETWEEN FAILURES

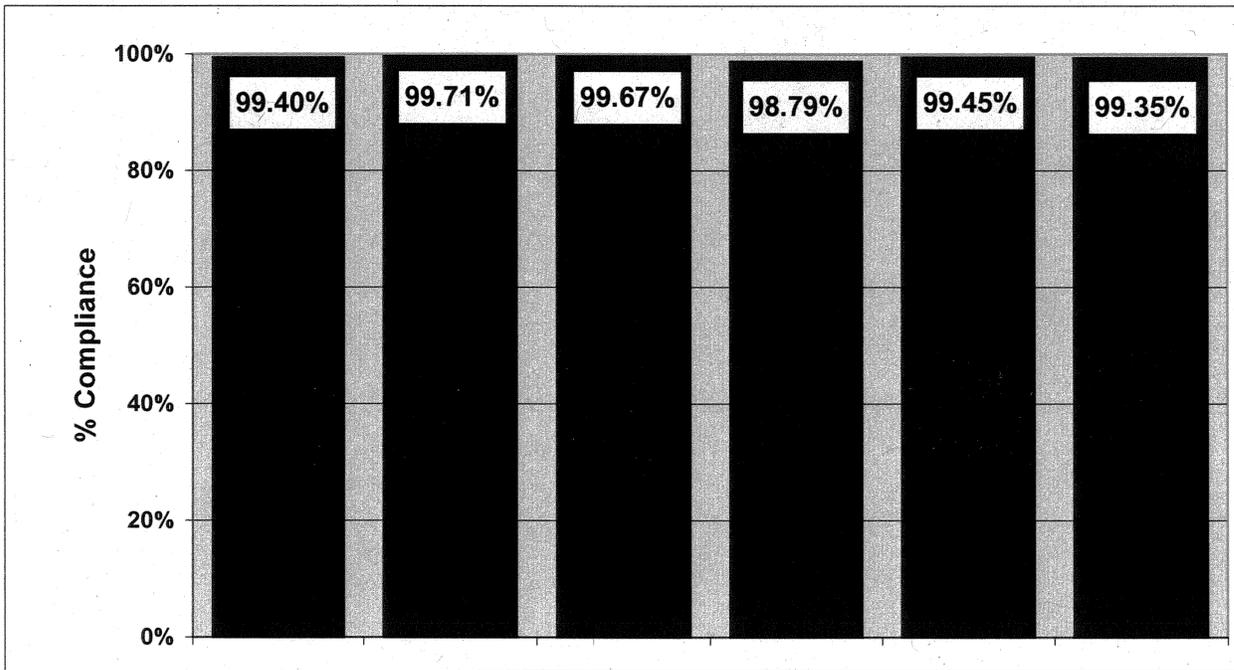
Equipment Type	2009 Data			2009 Goal	2008 Data	
	Sep-09	Y-T-D	Rolling Average		Sep-08	Y-T-D
M-3	52,715	44,267	44,250	40,000	33,812	40,057
M-7	378,593	380,249	375,004	300,000	600,771	367,993
DM	35,423	13,631	16,200	18,000	8,722	16,421
DE	22,090	16,284	16,528	18,000	13,903	15,065
C-3	62,817	80,528	76,436	70,000	111,543	82,613
Diesel	49,211	42,950	44,094	50,000	39,580	44,842
Fleet	157,224	138,776	139,643	105,000	132,893	129,129

Equipment Type	Primary Failures	
	Sep-09	Sep-08
M-3	11	18
M7	13	8
DM	2	9
DE	4	6
C3	10	6
Diesel	16	21
Fleet	40	47

CAR CLIMATE CONTROL SURVEYS

Range of Compliance = 64 to 78 degrees

October Data Is Not Available



	AM & PM Peaks	Off Peak	Total	AM & PM Peaks	Off Peak	Total
	Sep-09			2009 YTD		
Compliance	99.4%	99.7%	99.7%	98.8%	99.5%	99.4%
Inspections	167	1,371	1,538	1,898	11,112	13,010
Inspections In Compliance	166	1,367	1,533	1,875	11,051	12,926
Inspections Non-Compliant	1	4	5	23	61	84

TRAIN CLEANLINESS

October 2009 data is not available

Heavy Duty Interior Cleaning Cars Meeting Compliance Standard

<i>60 day standard</i>	
M3/M7 Cars	
FLEET COMPLIANCE	
Sep-09	
Ownership	1006
Compliant	910
Non Compliant	74
OOS > 30 days	22
Compliance %	92%
Actual Production	490

<i>90 day standard</i>	
C3 Cars	
FLEET COMPLIANCE	
Sep-09	
Ownership	134
Compliant	128
Non Compliant	5
OOS > 30 days	1
Compliance %	96%
Actual Production	62

Non Compliant Cars - Days Over Standard

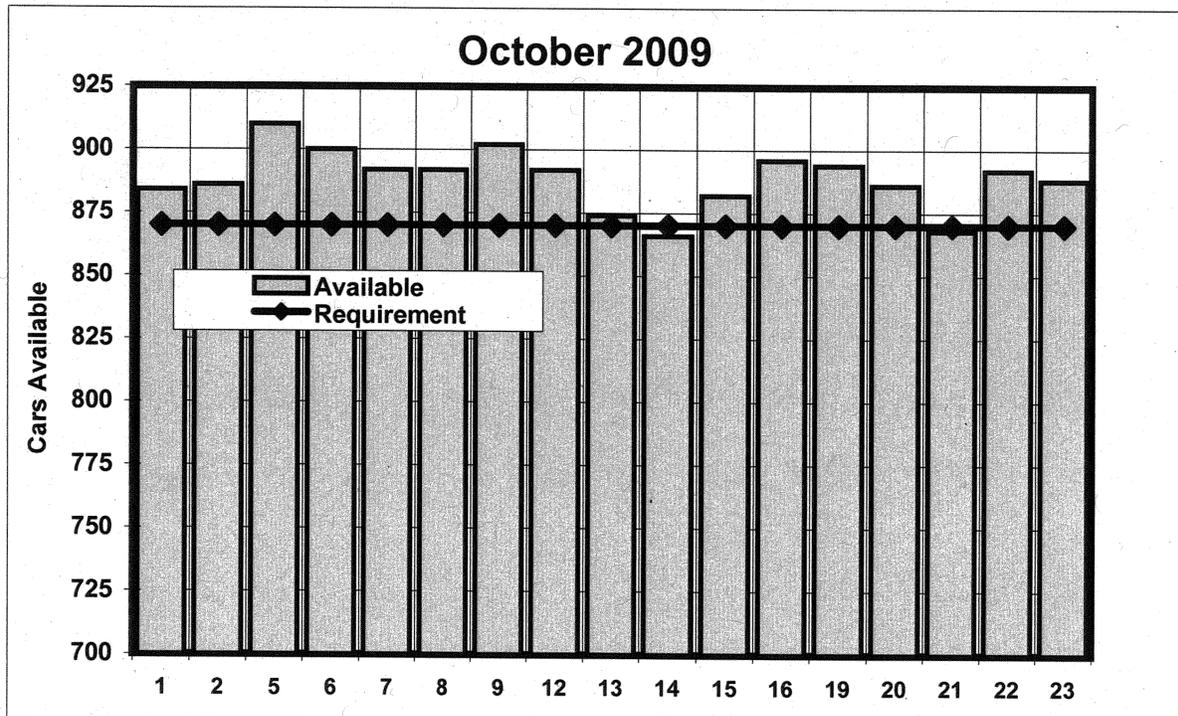
<i>M3/M7 Cars as of end of month shown: [60 day standard]</i>						
Days-->	1 - 10	11 - 20	21-30	31-40	>40	Total
Jul-09	20	26	4	4	4	58
Aug-09	42	22	10	2	14	90
Sep-09	32	22	6	6	8	74
Oct-09	-	-	-	-	-	-
Nov-09	-	-	-	-	-	-
Dec-09	-	-	-	-	-	-

<i>C3 Cars as of end of month shown: [90 day standard]</i>						
Days-->	1 - 10	11 - 20	21-30	31-40	>40	Total
Jul-09	1	2	-	1	-	4
Aug-09	-	1	-	-	1	2
Sep-09	3	-	-	-	2	5
Oct-09	-	-	-	-	-	-
Nov-09	-	-	-	-	-	-
Dec-09	-	-	-	-	-	-

Toilet Servicing		
% of Car Fleet Meeting Standard		
Month	M3/M7 Fleet	C3 Fleet
Jul-09	94%	99%
Aug-09	93%	99%
Sep-09	94%	99%
Oct-09		
Nov-09		
Dec-09		

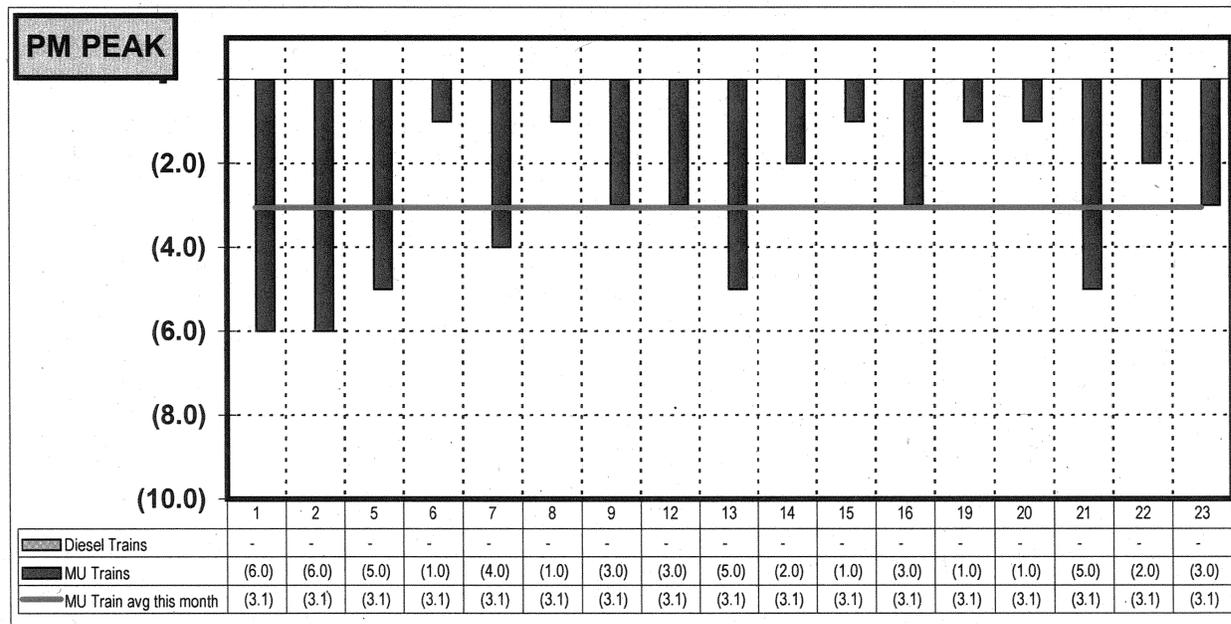
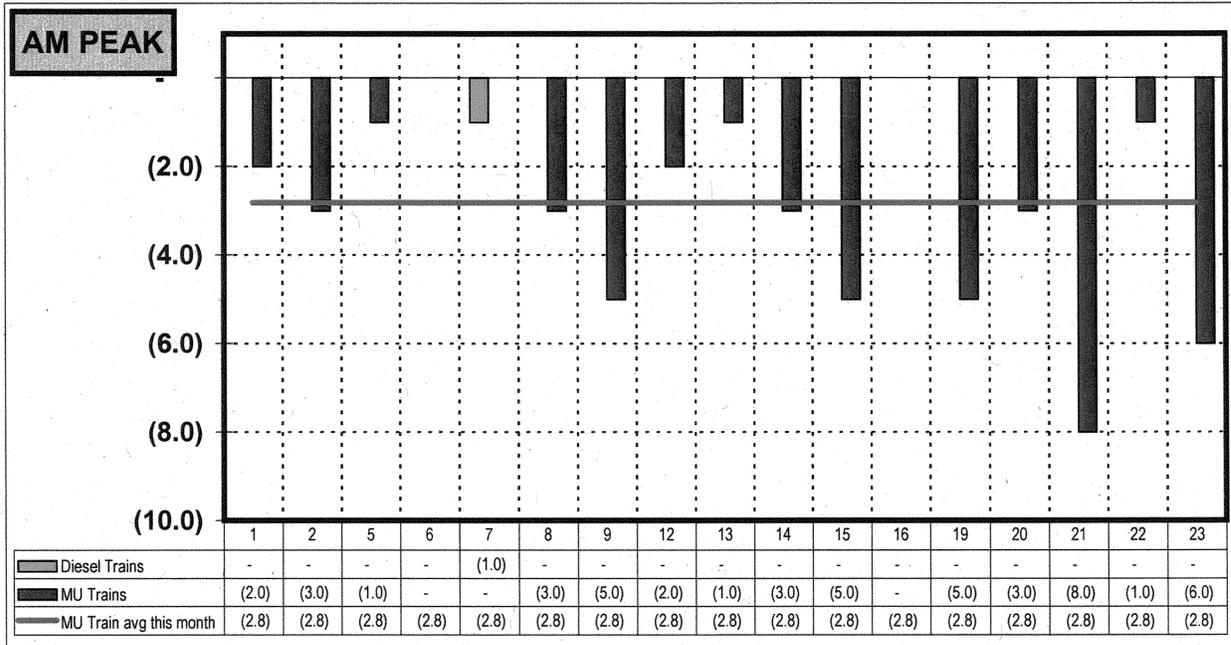
Exterior Washing		
% of Car Fleet Meeting Standard		
Month	M3/M7 Fleet	C3 Fleet
Jul-09	94%	97%
Aug-09	93%	95%
Sep-09	94%	96%
Oct-09		
Nov-09		
Dec-09		

ELECTRIC CAR AVAILABILITY - AM PEAK



	Oct-09	Sep-09	Jul-09 Aug-09 Sep-09	Nov-08 thru Oct-09
AM Requirement	870	870	870	870
Mean (Avail)	888	891	890	889
Maximum	910	910	910	922
Minimum	866	870	870	866
Median	892	894	888	888
Standard Deviation	12	12	10	10

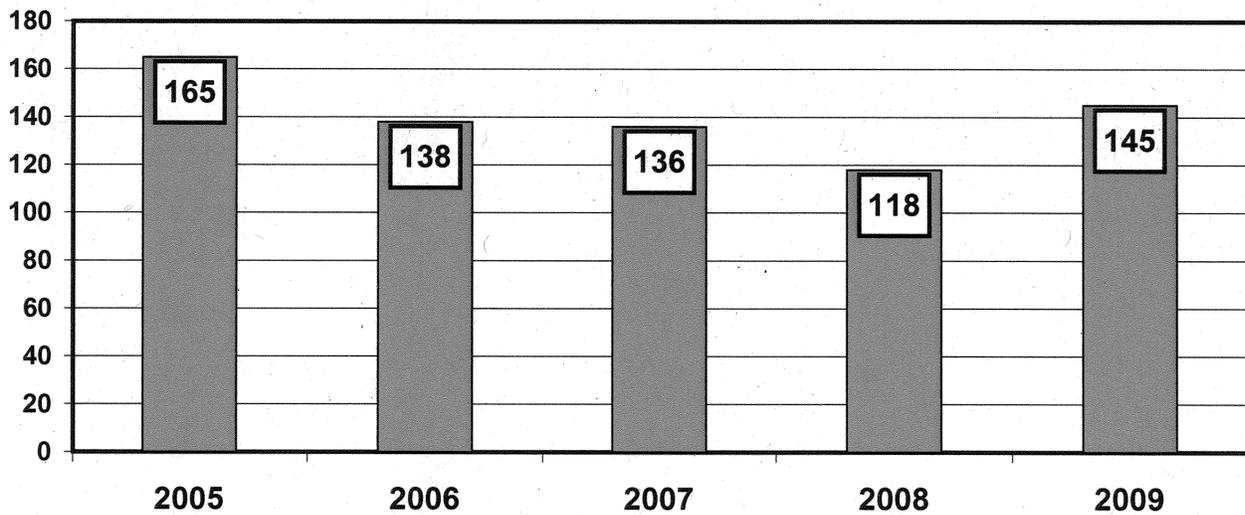
PEAK TRAINS BELOW FULL COMPLEMENT OF CARS



MTA Long Island Rail Road

History of FRA Reportable Employee Accidents

2005 - 2009 Year to Date September

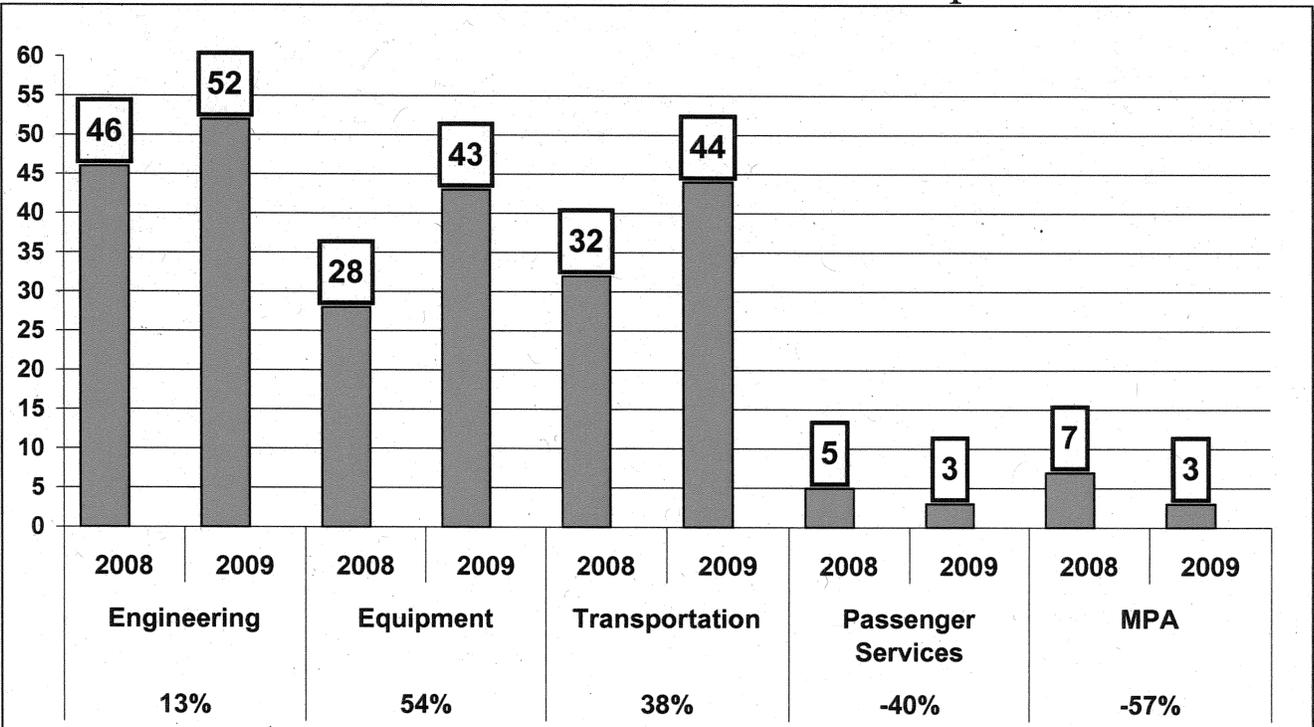


Does not include Class B, off duty employees
Does not include MTA/LIRR Contractor Employees

23% increase 2008/2009

MTA Long Island Rail Road

Employee Reportable Accidents - Comparison by Department 2008 vs. 2009 Year to Date September

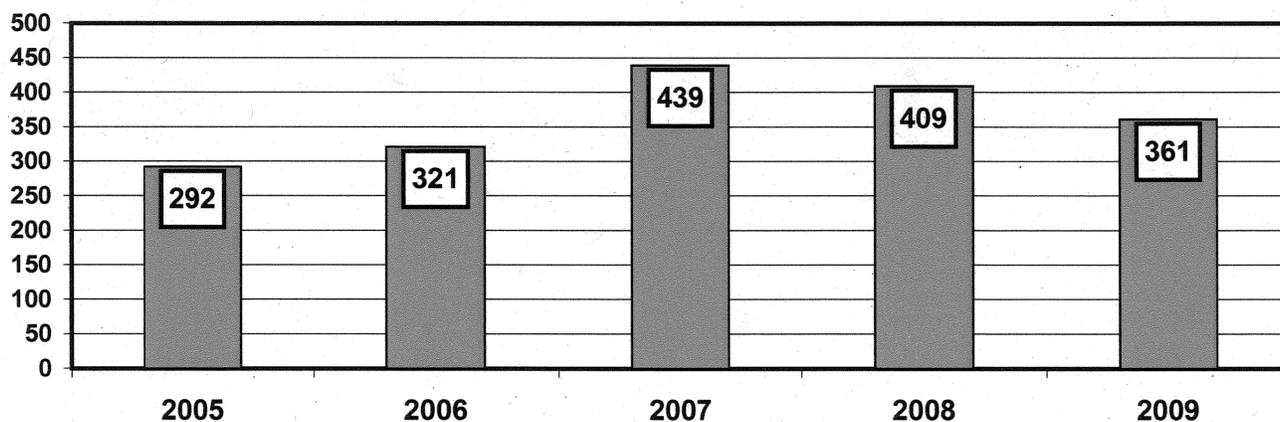


Note: MPA includes all other Management, Professional & Clerical Employees not captured by the operating departments.

MTA Long Island Rail Road

History of Customer Accidents

2005 - 2009 Year to Date September

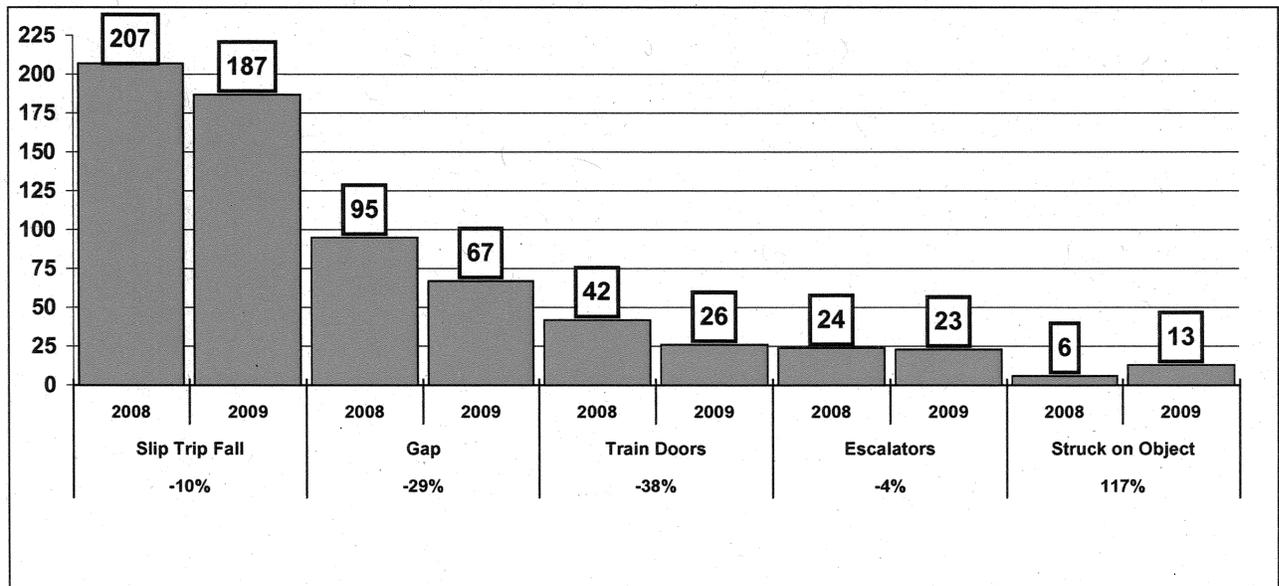


Includes On-Board and Station Accidents

12% decrease 2008/2009

MTA Long Island Rail Road

Customer Accidents - Top 5 Causal Factors 2008 vs. 2009 Year to Date September

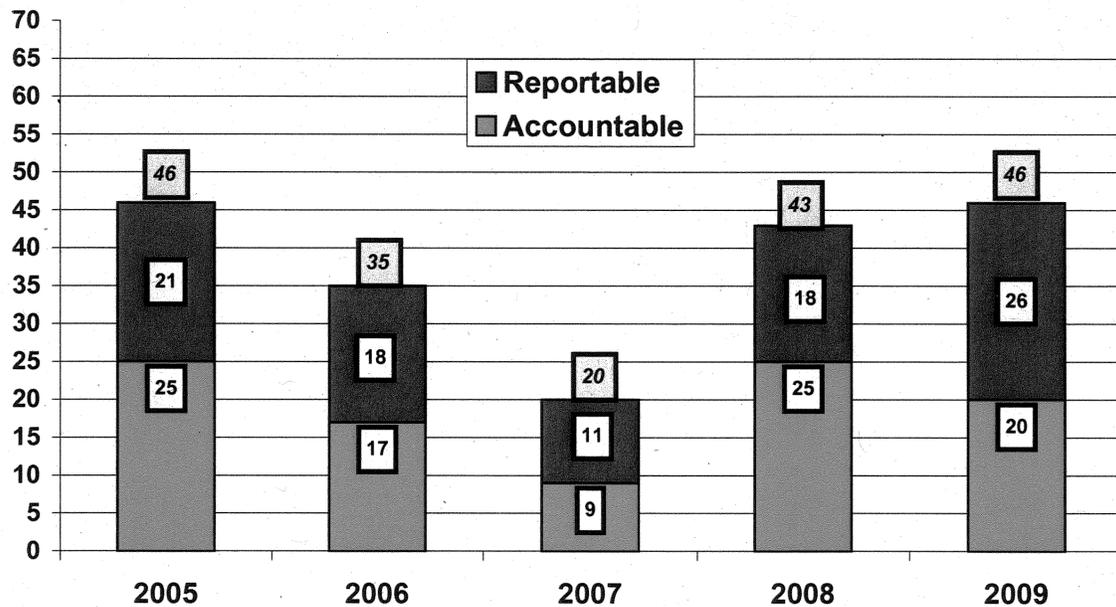


Overall: 16% decrease in Top 5 Causal Factors

MTA Long Island Rail Road

Train Accident Statistics

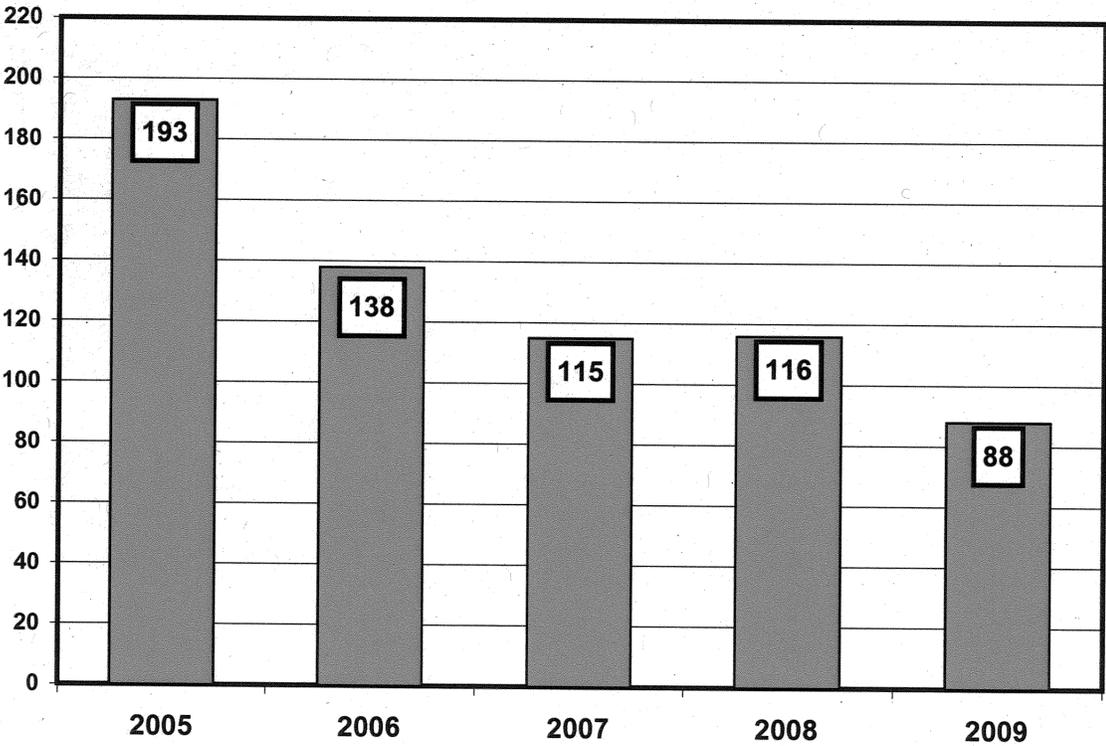
2005 - 2009 Year to Date September



MTA Long Island Rail Road

History of Fire Incidents

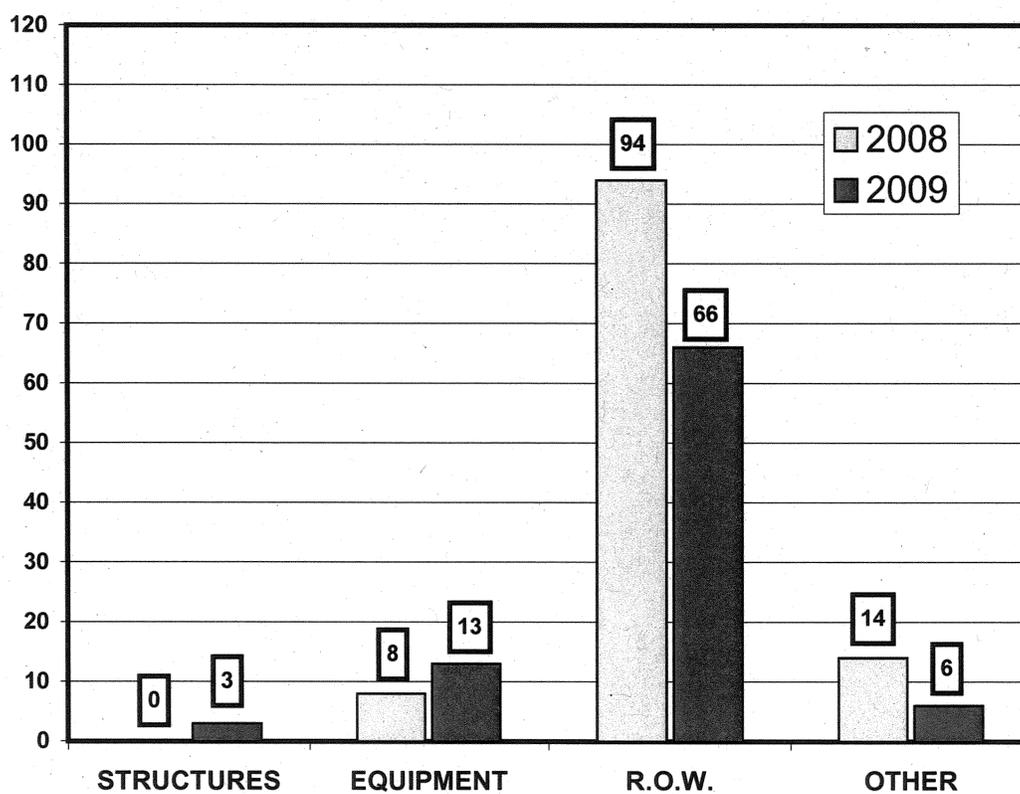
2005 - 2009 Year To Date September



MTA Long Island Rail Road

Fire Incidents by Type

2008 - 2009 Year to Date September

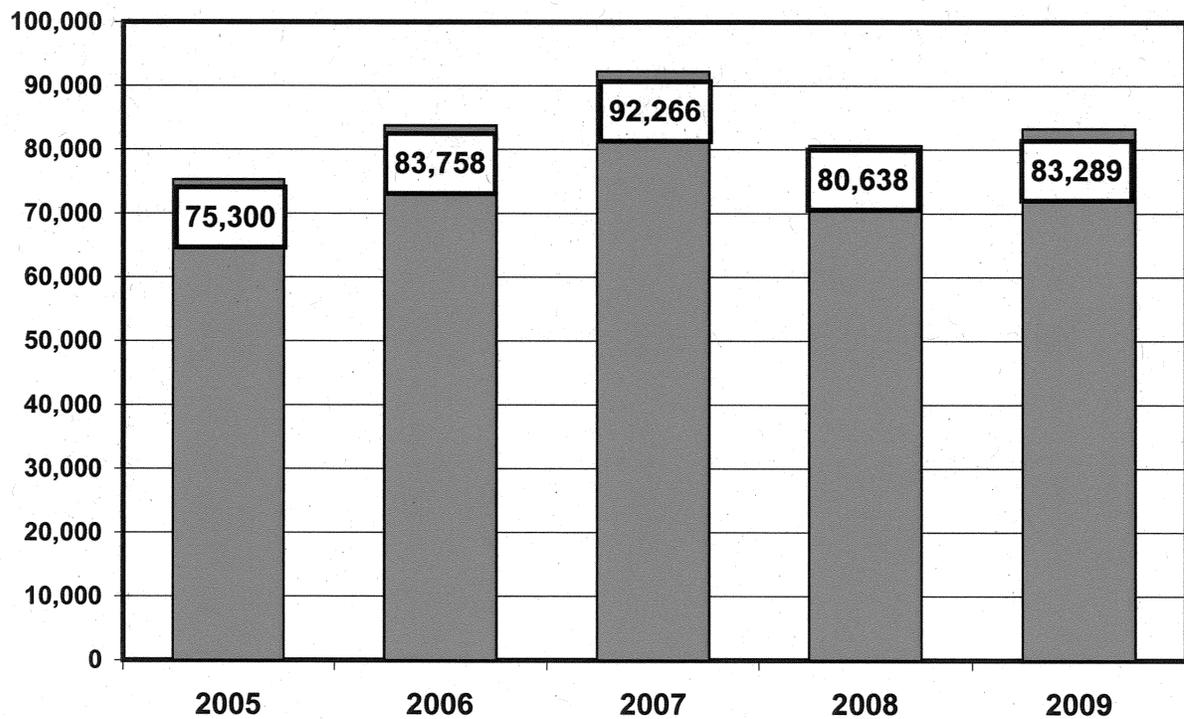


MTA Long Island Rail Road

T.R.A.C.K.S. Participants

Together Railroads and Communities Keeping Safe

2005 - 2009 Year to Date September





**METROPOLITAN TRANSPORTATION AUTHORITY
POLICE DEPARTMENT**

Long Island Rail Road

October 2009

	2009	2008	Diff	%Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	1	1	100%
Felony Assault	6	3	3	100%
Burglary	1	0	1	0%
Grand Larceny	5	10	-5	-50%
GLA	0	0	0	0%
Total	14	14	0	0%

January to October 2009

	2009	2008	Diff	%Change
Murder	1	0	1	0%
Rape	0	1	-1	-100%
Robbery	17	20	-3	-15%
Felony Assault	23	18	5	28%
Burglary	4	7	-3	-43%
Grand Larceny	92	81	11	14%
GLA	5	2	3	150%
Total	142	129	13	10%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

**LONG ISLAND RAIL ROAD
CAPITAL PROGRAM HIGHLIGHTS & UPDATES
OCTOBER 2009**

HIGHLIGHTS

PN-SV

VALLEY INTERLOCKING RENEWAL AND UPGRADE

Milestone: Beneficial Use

Installation of a new microprocessor signal system at Valley Interlocking was completed on October 25. The old relay-based signal system and the outdated supervisory systems that control train movement to and from the Atlantic, Montauk, Long Beach, Far Rockaway, and West Hempstead Branches were replaced with a new modern ABC Microprocessor Signal System and a new Supervisory Control and Display System. Switches, track circuits, signal bridges, and other wayside equipment were upgraded. Automatic Speed Control was upgraded at Valley and installed on the West Hempstead Branch. This project is part of the LIRR's continuing efforts to modernize operations systems and facilitate efficiency of train movement.

PN-34

VALLEY STREAM STATION REHABILITATION

Milestone: Beneficial Use

A new Station Building, complete with ticket office, waiting room, restrooms, and ancillary electrical, communication, and mechanical equipment rooms opened on October 19. Improvements to the station plaza, rehabilitation of the existing platform waiting room, as well as improved lighting and a new public address system were also provided.

PN-Z2

MTA POLICE FACILITY - MERRICK

Milestone: Design Completion

Design for the future MTA Police Facility in Merrick was completed. The former Merrick Station Building will be renovated to provide the MTA Police with a new 2,000 SF Facility. When complete in 2011, this Facility will contain a Front Desk to serve the Public, as well as Offices and Employee Facilities. Construction is anticipated to start in early 2010.

PROJECT UPDATES

MTA POLICE FACILITY - CENTRAL ISLIP

- 1st floor CMU back-up block complete.
- 1st floor cold form metal framing floor joist erection in progress.
- 1st floor split face exterior block in progress.
- 1st floor electrical and plumbing roughing in progress.

ATLANTIC AVENUE VIADUCT – PHASE 1

- Column repair work complete.
- Installation of temporary supports for structural steel replacement continued.
- To date, 79 of 87 full spans were replaced with new structural steel and catwalk.

ATLANTIC AVENUE VIADUCT – PHASE 2A

- Notice to Proceed issued on October 2.
- 50% design received and under review.

EAST SIDE ACCESS - LIRR ACTIVITIES

- The Vendors for the Harold Interlocking Central Instrument Locations and Supervisory Control Systems Contracts continued to prepare contract-required design submittals for review by LIRR.
- At Harold, LIRR Signal continued Stage 1 circuit revisions and testing at Harold Central Instrument Location (CIL) for 821, 823, 863, and 865 switches. Circuit revision work for 823 switch completed. Early Stage 2 work, consisting of trough, pull box, and conduit installations, was initiated.
- LIRR supported the Contractor work in Harold Interlocking by providing Force Account support and Roadway Worker Protection.
- LIRR continued to support ongoing design development for the tunnel systems and LIRR GCT Terminal.
- Contractors' feedback, in response to the Request for Expression of Interest (RFEI) process for Systems Contracts, was compiled by MTACC and ESA. This information will support decision-making on contract packaging of systems work and development of contract terms and conditions. LIRR continued to support MTACC and ESA in this process.

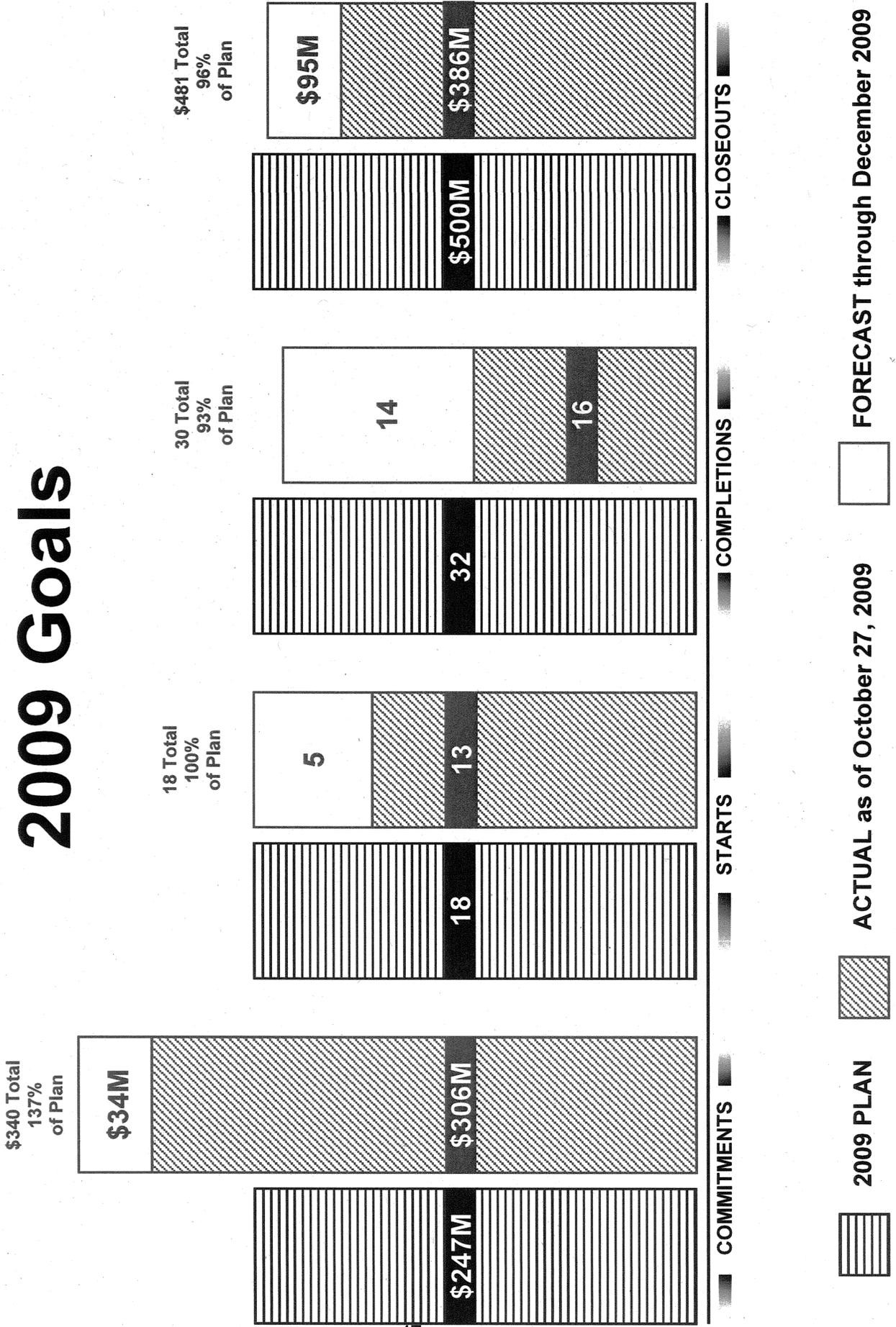
ATLANTIC AVENUE TERMINAL

- Installation of finish floor slab to exterior plaza commenced and floor stones are 90% complete.
- Back offices / employee areas are 99% complete and installation / configuration / connection of Solari signs, gate signs, and main destination board at concourse level commenced.
- Grand stair railings complete and installation of limestone work is 98% complete.

MAIN LINE CORRIDOR IMPROVEMENTS

- Work progresses on internal review.

LIRR Capital Program 2009 Goals



INFORMATION

ITEMS

Jamaica Station
Jamaica, NY 11435-4380
718-558-8252 Tel
718-657-9047 Fax

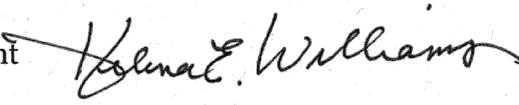
Helena E. Williams
President



Memorandum

DATE November 9, 2009

TO Members of the Long Island Rail Road Committee of the MTA Board

FROM Helena E. Williams, President 

RE Gap Mitigation Program Update

This is to update you on the LIRR's comprehensive effort to mitigate the risk of gap accidents on our system by reducing gap size and implementing additional safety measures as follows:

- With the revision of the LIRR's track centerline standard to 5'7", LIRR closed horizontal gaps by adding 41,610 linear feet of one-inch edgeboard to platforms in 2008, with a goal of adding 55,743 linear feet associated with 48 platform edges in 2009. **As of September 30, 2009, 42,344 linear feet associated with 49 platform edges have been installed, exceeding our goal.** There are 264 total edges system-wide; as of September 30, 2009, 118 have been completed. It is anticipated that this project will be completed by December 31, 2012.
- To ensure reduction of vertical gaps, the LIRR adjusted platform heights at 26 platform edges at an average of 3.0 inches in 2008. In 2009, LIRR forces were working on platform edges that were more difficult to adjust the platform height. As a result, the 2009 goal for vertical adjustments was 4 platform edges. **As of September 30, 2009, LIRR exceeded the goal in that 6 platform edges have been vertically adjusted.** There are a total of 80 platform edges that need to be adjusted; to date 32 have been completed. It is anticipated that this project will be completed by December 31, 2012.
- LIRR adopted a new standard of 2" threshold plates thus widening the car body width and requiring the shaving of platform edges at various locations at Penn Station. The LIRR

MTA Long Island Rail Road is an agency of the Metropolitan Transportation Authority, State of New York
Jay H. Walder, Chairman and Chief Executive Officer

was able to install these threshold plates on 86 M-7 cars in 2008 and set a goal of 672 M-7 car installations in 2009. **To date, 706 M-7 cars, which account for 84% of our M-7 fleet, have been fitted with new threshold plates. This is approximately 3% ahead of our planned schedule.**

- Additional safety measures remain in place at Syosset including the use of special platform conductors, the call-ahead-for-assistance program, and additional signage.
- 13 door locations remain in the system where gap mitigation efforts will not successfully reduce exiting gaps to under 10”¹. Operational measures will continue to be used to enhance safety, including zoning off cars and asking customers to use other door locations for boarding and exiting.
- The LIRR 2009 Customer Awareness campaign continues to rely on train crew and celebrity announcements, expanded signage and distribution of materials from our Be Train Smart safety initiative.

The LIRR is funding gap mitigation efforts through a combination of capital and operating funds in 2009, including \$5.4 million from the Operating budget and \$8.9 million from the Capital budget. Operating budget funds are being used to address the platform edge work described above and the special platform conductors at Syosset Station. Capital funds are being used to cover the cost for installing new M-7 threshold plates.

I am pleased to note that the LIRR is experiencing a reduction in reported gap accidents:

GAP ACCIDENTS*

	<u>Number</u>	<u>% Change</u>
2006	129	N/A
2007	175	+35%
2008	119	-32%
2008 (Sept)	95	N/A
2009 (Sept)	67	-29%

* Gap accident numbers include accidents where a gap is either the primary or secondary cause of the accident.

¹ Flatbush Av. 1A (1 door), Flatbush Av. 3B (5 doors), Flatbush Av. 5C (2 doors), Flatbush Av. 6C (1 door), Long Beach 3A (1 door) and Penn Station Track 19 (3 doors).

ACTION ITEMS

Metropolitan Transportation Authority
Committee on Operations of
The Long Island Rail Road and
The Metropolitan Suburban Bus Authority

Materials to be distributed

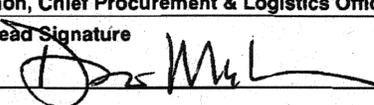
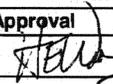
LONG ISLAND RAIL ROAD

PROCUREMENTS

FOR

BOARD ACTION

November 18, 2009

Subject Request for Authorization to Award Various Procurements						Date November 18, 2009					
Department Procurement & Logistics						Vendor Name					
Department Head Name Dennis L. Mahon, Chief Procurement & Logistics Officer						Contract Number					
Department Head Signature 						Contract Manager Signature					
Project Manager Name											
Board Action						Internal Approvals					
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval		
1	LI Committee	11.09.09				X	President 		VP & Chief Financial Officer		
2	MTA Board	11.18.09				X	Sr. VP-Administration 		VP, General Counsel & Secy		
							Sr. VP-Operations				
							Executive VP				

PURPOSE:

To obtain approval of the Board to award various contracts and purchase orders, and to inform the Long Island Rail Road Committee of these procurement actions.

DISCUSSION:

LIRR proposes to award Non-Competitive Procurements in the following categories:

Schedules Requiring Majority Vote

	<u># of Actions</u>	<u>\$ Amount</u>
Schedule F: Personal Service Contracts		
• HK Systems, Corp. \$0.125M	1	\$0.125M
Schedule G: Miscellaneous Service Contracts		
• New York State Industries for the Disabled (NYSID) \$0.100M	1	\$0.100M
SUBTOTAL:	2	\$0.225M

LIRR proposes to award Competitive Procurements in the following categories:

Schedules Requiring Majority Vote

		<u># of Actions</u>	<u>\$ Amount</u>
Schedule H:	Mods. to Personal. Svc. Contracts & Misc. Svc. Contracts	1	\$0.159M
	• Lichtenstein Consulting Engineers		\$0.159M
	SUBTOTAL:	1	\$0.159M

LIRR proposes to award Ratifications in the following categories:

None			
	TOTAL:	4	\$0.384M

BUDGET IMPACT:

The purchases/contracts will result in obligating LIRR operating and capital funds in the amount listed. Funds are available in the current operating/capital budgets for this purpose.

RECOMMENDATION:

That the purchases/contracts be approved as proposed. (Items are included in the resolution of approval at the beginning of the Procurement Section.)

**STANDARD FORM OF RESOLUTION PURSUANT TO ALL-AGENCY PROCUREMENT
GUIDELINES AND THE GUIDELINES FOR SERVICE CONTRACTS**

THE LONG ISLAND RAIL ROAD

WHEREAS, in accordance with Section 1265-a of the Public Authorities and the All-Agency Procurement Guidelines, the Board authorized with award of certain non-competitive purchase and public work contracts, and the solicitation and award of request for proposals in regard to purchase and public work contracts; and

WHEREAS, in accordance with the All-Agency Procurement Guidelines the Board authorizes the award of certain non-competitive miscellaneous procurement contracts, and certain change orders to procurement, public work, and miscellaneous procurement contracts; and

WHEREAS, in accordance with Section 2879 of the Public Authorities Law and the All-Agency Guidelines for Procurement of services, the Board authorizes the award of certain service contracts and certain change orders to service contracts.

NOW, upon the recommendation of the Executive Director, the Board resolves as follows:

1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified there in and authorizes the execution of each such contract.
2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals and authorized the solicitation of such proposals.
3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.
4. The Board ratifies each action taken set forth in Schedule D for which ratification is requested.
5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; v) the contract modifications to purchase and public work contracts set forth in Schedule I; and vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.
6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.

LIRR proposes to award Competitive Procurements in the following categories:

Schedules Requiring Majority Vote

		<u># of Actions</u>	<u>\$ Amount</u>
Schedule H:	Mods. to Personal. Svc. Contracts & Misc. Svc. Contracts	1	\$0.159M
	• Lichtenstein Consulting Engineers		\$0.159M
	SUBTOTAL:	1	\$0.159M

LIRR proposes to award Ratifications in the following categories:

None

TOTAL: **3** **\$0.384M**

BUDGET IMPACT:

The purchases/contracts will result in obligating LIRR operating and capital funds in the amount listed. Funds are available in the current operating/capital budgets for this purpose.

RECOMMENDATION:

That the purchases/contracts be approved as proposed. (Items are included in the resolution of approval at the beginning of the Procurement Section.)

LONG ISLAND RAIL ROAD

NON-COMPETITIVE

PROCUREMENTS

FOR

BOARD ACTION

November 18, 2009

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
NOVEMBER 2009

MTA LONG ISLAND RAIL ROAD

Procurements Requiring Majority Vote

Schedule F: Personal Service Contracts

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Non-Competitive; \$1M Competitive)

- | | | | |
|----|---|--|-------------------------------|
| 1. | HK Systems, Corp.
Sole Source
Contract No. TBD | \$125,000
Not-to-Exceed | <i>Staff Summary Attached</i> |
|----|---|--|-------------------------------|

LIRR requests MTA Board approval to award a three-year sole source contract to HK Systems Corp. (HK) in an amount not-to-exceed \$125,000 to provide both on-site and off-site Technical Services required to support LIRR's Automated Material Handling System (AMHS) and Train Movement Alarm Systems (TMAS). The AMHS is vital in allowing the LIRR Stores department to provide seamless, timely responses to material requests, which support Life Cycle Maintenance and State-of-Good Repair activities. The TMAS is essential for car shop operations and ensures the safe movement of trains in and out of the Hillside Facility. HK Systems is the Original Equipment Manufacturer for these systems and therefore, the single responsible source for this service.

Procurements Requiring Majority Vote

Schedule G: Miscellaneous Service Contracts

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Non-Competitive; \$1M RFP; No Staff Summary required if Sealed Bid Procurement)

- | | | |
|----|---|--|
| 2. | New York State Industries
For the Disabled (NYSID)
Miscellaneous Services
Contract No. BP03518 | \$100,000
Not-to-Exceed |
|----|---|--|

LIRR requests MTA Board approval to award a three-year, miscellaneous services contract in the not-to-exceed amount of \$100,000, to the New York State Industries for the Disabled ("NYSID") to provide direct mail services in support of LIRR's Public Affairs Department. The services include sorting, collating, folding, insertion, labeling and delivery of bulk LIRR mailings to a United States Post Office location identified by LIRR. The renewal contract is being awarded to NYSID in accordance with Section 162 of the New York State Finance Law ("State Finance Law"), which states that preferred sources shall be granted the right to provide services to New York State Agencies in order to advance social and economic goals. Under the State Finance Law, a preferred source provider, such as NYSID is expressly exempt from New York Statutory competitive procurement requirements provided (i) it is capable of providing the service in the form, function and utility required by the LIRR and (ii) the price offered is as close to the prevailing market prices as is practical, but in no event greater than 15% above the prevailing market price. NYSID currently is under contract with New York City Dept. of Housing Preservation and Development ("HP&D") for similar direct mail services, and LIRR has determined that NYSID is able to comply with the contract specifications. When comparing NYSID's proposed LIRR pricing for services common to both the LIRR and HP&D, the LIRR found the pricing to be similar, and in some cases, lower than those contained in the HP&D contract. New York State Office of General Services has reviewed and approved NYSID's pricing. Funding for this contract is covered in LIRR's Operating Budget.

Schedule F: Personal Service Contracts

Staff Summary



Item Number:					
Dept & Dept Head Name: Procurement & Logistics; Dennis Mahon <i>[Signature]</i> 11/29/09					
Division & Division Head Name: Maintenance of Equipment, Michael Gelormino					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	11.09.09			
2	MTA Board	11.18.09			
Internal Approvals					
Order	Approval	Order	Approval		
6	President <i>[Signature]</i>	3	VP/CFO <i>[Signature]</i>		
5	Executive VP <i>[Signature]</i>	2	Sr. VP/Operations <i>[Signature]</i>		
4	VP/Gen'l Counsel & Sec'y <i>[Signature]</i>	1	Sr. VP/Administration <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name	Contract Number
HK Systems Corp.	TBD
Description Technical Support Services for Material Handling System and Train Movement Alarm Systems	
Total Amount \$125,000 Not-to-Exceed	
Contract Term (including Options, if any) 3 Year Contract	
Options(s) included in Total Amount: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative:

I. PURPOSE/RECOMMENDATION

LIRR requests MTA Board approval to award a three-year Sole Source Contract to HK Systems Corp. (HK) in an amount not-to-exceed \$125,000 to provide both on-site and off-site Technical Services required to support LIRR's Automated Material Handling System (AMHS) and Train Movement Alarm Systems (TMAS). The AMHS is vital in allowing the LIRR Stores department to provide seamless, timely responses to material requests, which support Life Cycle Maintenance and State-of-Good Repair activities. The TMAS is essential for car shop operations and ensures the safe movement of trains in and out of the Hillside Facility.

II. DISCUSSION

This contract provides for two scheduled on-sites visits per year for a minimum of four days per visit over the 3-year term of the contract. The scheduled visits are for HK technical personnel to perform inspections and to provide scheduled maintenance to the systems so that they remain a state of good repair. Additionally, the HK technicians will provide training for LIRR forces during these scheduled site visits, if requested to do so, at no additional cost. Also included in this contract are provisions for off-site phone support, as well as emergency on-site support, as requested by LIRR, to perform unscheduled maintenance and repairs. HK Systems has been providing technical support and spare parts for these systems since their installation in 2007.

HK Systems is the Original Equipment Manufacturer for these systems and therefore, the single responsible source for this service. LIRR advertised its intent to award a sole source procurement in the NYS Contract Reporter and the New York Post and no other vendor expressed interest in competing for this work. These systems are unique to LIRR due to its operation and equipment and therefore there was no opportunity to pursue a joint procurement for these services.

Schedule F: Personal Service Contracts

Staff Summary



Page 2 of 2

The labor rate for the current contract is fixed through the three-year period and represents a 1.25% annual increase over the previous contract. The fixed portion of the contract (\$75,600) is for the scheduled visits and represents 60% of the not-to-exceed value. The remaining \$49,400 of the not-to-exceed amount is set aside to be authorized on as required basis for unscheduled and emergency repairs. The hourly labor rates and per diem travel expenses for emergency on-site support have been reviewed and deemed to be fair and reasonable. In addition, the off-site phone support is billed as a lump sum only after LIRR exceeds the amount of 72 calls over the contract period. The LIRR did not exceed the allowable amount of calls with the previous contract therefore no charges were incurred. Additionally, HK has certified that prices offered are equal to or less than prices quoted to their most favored customer. The pricing for this contract has been deemed to be fair and reasonable.

III. D/M/WBE INFORMATION

There are no M/W/DBE goals for this solicitation.

IV. IMPACT ON FUNDING

This contract is funded by LIRR's operating budget.

V. ALTERNATIVES

None at this time. HK Systems is the Original Equipment Manufacturer who developed and manufactured both the AMHS and TMS systems, which are proprietary to them. HK Systems is the only known responsible source for these services.

LONG ISLAND RAIL ROAD

**COMPETITIVE
PROCUREMENTS**

FOR

BOARD ACTION

November 18, 2009

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL
NOVEMBER 2009

MTA LONG ISLAND RAIL ROAD

Procurements Requiring Majority Vote

Schedule H: Mods. To Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services.

(Approvals/Staff Summaries required for substantial change orders and change orders that cause original contract to equal or exceed monetary or durational threshold required for Board approval.)

1. **Lichtenstein Consulting Engineers** **\$159,038** *Staff Summary Attached*
Contract No. 5973-1-22-A **Not-to-Exceed**

LIRR requests MTA Board approval to award additional funds to the existing Design and Construction Phase Services Agreement to Lichtenstein Consulting Engineers (LCE) in the not-to-exceed amount of \$159,038. This additional funding increases the total authorized amount to \$928,352 from the original Board authorized amount of \$769,313.

Schedule H: Modifications to Personal Services and Miscellaneous Services Contracts

Staff Summary



Item Number:

Vendor Name (& Location) Lichtenstein Consulting Engineers 350 Fifth Ave., Suite 2920 NY, NY 10118
Description: Construction Phase Services for Rehabilitation of 3 bridges and Abutments on Port Washington Line.
Contract Term (including Options, if any) September 2007 to October 2011
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept/Div & Dept/Div Head Name: Department of Prgm. Mgmt. / Kevin Tomlinson

Contact Number 5973-1-22-A	AWO/Modificaiton # Mod # 1
Original Amount:	\$769,313
Prior Modifications:	\$0.00
Prior Budgetary Increases:	\$0.00
Current Amount:	\$769,313
This Request:	\$159,038
% of This Request to Current Amount:	21%
% of Modifications (including This Request) to Original Amount:	21%

Discussion:

On December 4, 2009 LIRR will undertake repairs to two bridges on the Long Beach branch (Powell Creek and Hog Island Channel) and the swing bridge (Dutch Kills) on the Long Island City branch. Lichtenstein Consulting Engineers (LCE) were the original consultants on the bridge design. Most of the work on the Long Beach branch will be done using track outages with extremely critical time constraints, causing LIRR to require Lichtenstein to be at the construction sites every weekend when work is being performed. In addition we require them to be at Powell Creek and at Hog Island Channel simultaneously. As a result, additional funding is required to be added to the existing Design and Construction Phase Services (CPS) Agreement in the not-to-exceed amount of \$159,038. These additional funds increase the total authorized amount to \$928,352 from the original authorization of \$769,313. The base contract design services were completed in December 2008. In March 2009, LIRR requested an updated proposal for the CPS portion of the design contract with a start date of October 2009 and an anticipated end date of August 2011. This portion of the contract, now valued at \$488,414 based on the revised work elements added to the scope, will provide LIRR Program Management with office support and onsite to interpret design drawings and specifications for the Construction Contractor, make design changes based on site conditions and provide on-site direction for unknown conditions. As a result of negotiations between the parties, LCE's proposed pricing has been determined to be fair and reasonable. Funding for this work is covered in LIRR's Capital Budget.

MTA Long Island Rail Road INVENTORY REPORT Third Quarter 2009

I. Actual Inventory Activity

The reported inventory value at the end of September was \$160.4 million. This represents an increase of \$10.7 million from the beginning of the year. Third Quarter (YTD) Trains (Maintenance of Equipment) inventory increased by \$9.1 million, and M of W (Maintenance of Way - Engineering) inventory increased by \$1.6 million. Third Quarter (YTD) receipts exceeded issues by \$12.2 million, and net adjustments resulted in a minus \$1.5 million. Total material disposal was \$1.6 million, \$1.4 million for trains and \$0.2 million for M of W.

Trains net increase in inventory (\$9.1 million) was due to higher receipts of requested material compared to issues for this year's production plans and maintenance schedules, mostly M7 Fleet material (+\$5.6 million), and other MU material (+\$3.8 million); offset by Diesel Fleet material (-\$0.3 million). Trains (M of E) requests annually higher material receipts for production plans during the first three quarters of the year.

M of W net increase in inventory (\$1.6 million) is due to higher receipts of project material compared to issues; rail (+\$2.5 million), sub-stations electrical material (+\$0.2 million), ballast (+\$0.2 million), and various other materials, such as, pipes, steel, and chemicals (+\$0.4 million) account for most of the increase; offset by decreases of signal material (-\$0.3 million), cable and electrical material (-\$1.0 million), and track ties (-\$0.4 million). M of W project inventory is seasonal and should be consumed before year-end.

II. Last Year's Year-to-date Actuals

Previous year's (2008) inventory value at the end of September was \$150.9 million. This represented an increase of \$25.2 million from the beginning of the year; receipts exceeded issues by \$25.9 million, and net adjustments resulted in a minus \$0.7 million. Total material disposal was \$0.7 million, \$0.7 million for Trains and \$0 for M of W.

Trains net increase in inventory (\$24.0 million) was due to higher receipts of requested material compared to issues for this year's production plans and maintenance schedules. M of W increase in inventory (\$1.2 million) was due to higher receipts of project material compared to issues.

III. 2009 Year End Budget Targets

The Closing Balance Inventory target is \$157.0 million. It is projected that inventory will increase \$7.3 million from the 2009 opening balance. Receipts will exceed issues by \$9.8 million. Material disposal plan is \$2.5 million.

M of W 2009 year-end inventory target is \$32.3 million, a decrease of \$0.2 million from year-end 2008. Material disposal is \$0.2 million, with no significant WIP reclaims. The plan for 2009 is to balance receipts to issues (\$0.0 million variance). Target takes into consideration material price increases. There is no change for MW from previous quarters.

Trains 2009 year-end inventory target is \$124.7 million, an increase of \$7.5 million from year-end 2008. Receipts will exceed issues by \$9.8 million, and the material disposal plan has been revised to \$2.3 million. It is expected that M7 fleet inventory will increase by \$5.2 million due to new fleet material requirements for stock, production, and scheduled maintenance programs (LCM), and \$1.1 million for our Diesel Fleet as a result of material purchases from our parts agreements with certain key manufacturers and scheduling (LCM) requirements, and 1.2 million for other MU material.

IV. Service Level Rate

Item availability average, that is, the percentage of items that are on hand when needed is 97.7%, compared to our target of 95.0%. Actual service levels during the third quarter 2009 were:

- Car Part Availability 99.0%. - Items on hand for the MU/Diesel Fleet to be placed on service.
- Working Inventory 96.4%. - Inventoried items with reorder level assignments that have available quantities on hand.

V. Turns: 12 Month Rolling Average

Current Inventory turnover of 1.15 turns is lower at this period compared to last year's period of 1.25 turns. This is due to current consumption of \$179.0 million over a higher average inventory level of \$155.6 million, compared to last year's consumption of \$171.8 million over an average inventory level of \$137.6 million.

Trains current Inventory turnover of 1.22 turns is lower at this period compared to last year's period of 1.33 turns. This is due to current consumption of \$147.9 million over a higher average inventory of \$121.6 million, compared to last year's consumption of \$140.2 million over an average inventory of \$105.2 million.

M of W current Inventory turnover of 0.91 turns is lower at this period compared to last year's period of 0.97 turns. This is due to lower consumption of \$31.1 million over a higher average inventory of \$34.0 million, compared to last year's consumption of \$31.5 million over an average inventory of \$32.4 million.

**MTA Long Island Rail Road
INVENTORY REPORT
Third Quarter 2009**

\$ in millions

	<u>Trains</u>	<u>M of W</u>	<u>Total</u>
I. Actual Inventory Activity			
1. Opening Balance (1/01/09) ^(a)	117.2	32.5	149.7
2. Receipts YTD	121.3	24.6	145.9
3. Issues YTD	110.5	23.2	133.7
4. Adjustments ^(b)	(1.7)	0.2	(1.5)
5. Closing Balance YTD (09/30/09) ^(a)	<u>126.3</u>	<u>34.1</u>	<u>160.4</u>
6. Receipts More/(Less) than Issues	<u>10.8</u>	<u>1.4</u>	<u>12.2</u>
II. Last Year's Year-to-Date Actuals			
7. Opening Balance (1/1/08) ^(a)	94.9	30.8	125.7
8. Closing Balance (09/30/08) ^(a)	<u>118.9</u>	<u>32.0</u>	<u>150.9</u>
9. Receipts More/(Less) than Issues (09/30/08)	<u>25.1</u>	<u>0.8</u>	<u>25.9</u>
III. 2009 Year End Budget Targets			
10. Budget Closing Balance (12/31/09) ^(c)	124.7	32.3	157.0
11. Receipts More/(Less) than Issues (12/31/09) ^(c)	9.8	0.0	9.8
IV. Service Level Rate			
12. Current Quarter Average Rate (Goal: 95%)	N/A	N/A	97.7%
V. Turns: 12 Month Rolling Average			
13. Current: As of 09/30/09	1.22	0.91	1.15
14. Prior year: As of 09/30/08	1.33	0.97	1.25

(a) Inventories don't include inventory for NYS-DOT projects - Inv. \$0.0. Trains inventory does not include rail car trucks - \$1.1M 09/30/09, and related activity (compliance to KPMG's recommendation-1999). M of W inventory does not include non-stock material at its Repair shop - \$4.7M 09/30/09

Inventories don't include inventory for the East Side Access project - \$6.8M 09/30/09

(b) Adjustments include AUP adjustments, timing, and material in transit at time of report.

(c) Does not include adjustments, no significant WIP inventory to be reclaimed by M of W.

2009 disposal plans - \$2.3 million (revised) for Trains and \$.2 million for M of W for a total of \$2.5 million. Receipts more/less than issues (does not include adjustments) revised to \$9.8 million for Trains.

