



New York City Transit

# Transit Committee Meeting

## December 2009

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### Committee Members

D. Frasca, Chair  
M. Lebow, Vice Chair  
A. Albert  
J. Banks III  
J. Kay  
S. Metzger  
M. Page  
N. Seabrook  
J. Sedore, Jr  
E. Watt



## **MEETING AGENDA**

### **MTA NEW YORK CITY TRANSIT COMMITTEE**

**December 14, 2009 - 9:30 AM**

347 Madison Avenue  
Fifth Floor Board Room  
New York, NY

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#### **AGENDA ITEMS**

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#### **PUBLIC COMMENTS PERIOD**

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Date of next meeting: January 25, 2010 at 9:30 AM

**Minutes of Regular Meeting  
Committee on Operations of  
New York City Transit Authority, Manhattan and Bronx  
Surface Transit Operating Authority and Staten Island Rapid Transit Operating  
Authority**

**November 16, 2009**

**Meeting Held at:  
Metropolitan Transportation Authority  
347 Madison Avenue  
New York, New York 10017  
9:30 AM**

The following Members were present:

Hon. Doreen Frasca, Chair  
Hon. Mark Lebow, Vice Chair  
Hon. Andrew B. Albert  
Hon. John H. Banks III  
Hon. Jeffrey Kay  
Hon. Susan G. Metzger  
Hon. James L. Sedore, Jr.  
Hon. Ed Watt

The following Members were absent:

Hon. Mark Page  
Hon. Norman Seabrook

Also present were:

Howard H. Roberts Jr., President  
Michael Chubak, Executive Vice President  
Vincent A. DeMarino, Vice President, Security  
James P. Hall, Assistant Chief, NYPD Transit Bureau  
Joseph Smith, Senior Vice President, Buses  
Thomas Del Sorbo, Executive Vice President, Regional Bus Operations  
John R. Hein, Executive Vice President, Regional Bus Operations  
Cheryl Kennedy, Vice President, Office of System Safety  
Fred Smith, Acting Chief Engineer & Senior Vice President, CPM  
Stephen Feil, Senior Vice President, Subways  
William DeSantis, Chief Procurement Officer, Materiel

## **II. Public Speakers**

There was one public speaker.

William Henderson, Executive Director, PCAC, commended Howard Roberts' efforts as President of NYCT, noting in particular his several rider-oriented initiatives and efforts at increased accountability.

## **III. Minutes and Work Plan**

By motion duly made and seconded, the Members approved the minutes of the October 2009 Committee meeting. There were no changes to the Work Plan.

## **IV. Agenda Items**

### **A. Operations Report**

President Roberts reported to the Committee on NYCT's operating performance, comparing and contrasting performance statistics in September 2009 with those of September 2008, as well as providing year-to-date or twelve-month average performance figures as appropriate. Details on the following are provided in the Agenda:

- Subway Service
- Bus Service
- Paratransit Report
- Safety Report
- Crime Report

President Roberts explained the effect that a single delay in subway service can have upon overall on-time performance statistics. In response to an inquiry from Member Kay, President Roberts indicated that he believes the use of three measurements in combination, as currently employed, is the most effective means of presenting reliable data on on-time performance. President Roberts further stated that, while the five-year decline in on-time performance has recently been arrested, delays arising from aging equipment will continue to impact this measurement. With respect to subway Mean Distance Between Failure rate, President Roberts advised that a recent positive trend in the data is continuing, and predicted that the peak MDBF level achieved in 2005 will be exceeded in the near future. He attributed the positive current trend to the efforts of line general managers and the Department of Subways' SMS Program.

President Roberts presented Ridership Report Card data for 2008, noting that the results reflected an improved overall satisfaction index for both buses and subways.

President Roberts informed the Committee that NYC Transit had elected to rename the "100<sup>th</sup> Street Bus Depot" the "Tuskegee Airmen Depot" in honor of the outstanding accomplishments of the Tuskegee Airmen in the European theater during World War II, particularly in light of the fact that eleven of the airmen were also ultimately employed

by NYC Transit. He indicated that an on-site ceremony is anticipated in February 2010. Chair Frasca noted that this action was a wonderful and appropriate tribute to the airmen.

Member Kay urged that a plan be finalized and implemented quickly to obtain increased utilization of yellow taxis in paratransit service, noting that, at present, only one to two percent of paratransit users take yellow taxis.

### **B. Financial Reports**

President Roberts reported to the Committee on NYCT's finances, with information on the following provided in the Agenda:

- Financial and Ridership Report
- Capital Program Status

### **C. Procurements**

President Roberts introduced the procurement agenda to the Committee, which consisted of 20 procurement action items totaling \$82.9 million in proposed expenditures. Upon motion duly made and seconded, the non-competitive procurements requiring a two-thirds vote (Schedule A in the Agenda) and those requiring a majority vote (Schedules E and G in the Agenda), as well as the competitive procurements requiring a majority vote (Schedules F, G and L in the Agenda) were approved and forwarded to the full Board for consideration. The ratification of completed procurement actions requiring a two thirds vote (Schedule D in the Agenda) and a majority vote (Schedule K in the Agenda) was also approved and forwarded to the full Board for consideration.

MTA Capital Construction's competitive procurements requiring a majority vote (Schedules F, G and L in the Agenda) were also approved and forwarded to the full Board for consideration.

Details of the above items are set forth in staff summaries, copies of which are on file with the records of this meeting.

In response to a question from Member Albert regarding the Battelle contract extension, Acting Chief Engineer Smith advised that 64 R160 cars would be retrofitted for CBTC on the L line.

In response to an inquiry from Member Kay, EVP Chubak advised that the multi-agency staffing contract was in the nature of an authorization for the agencies to use the vendors, but that there was no commitment on the part of the agencies to expend the approved amount.

### **V. Action Item**

Upon motion duly made and seconded, the revised NYC Transit Committee Charter was approved and sent to the full Board for consideration.

Chair Frasca introduced the annual approval of the NYCT Committee on Operations Charter, calling the Members' attention to a revision to section IV of the document, outlining staff responsibilities in providing the Committee with all the information it needs to fulfill its function, including agency oversight.

#### **VI. Special Reports and Presentations**

The Automatic Fare Collection/MetroCard Status Report was presented to the Committee for information.

In response to a question from Member Albert, EVP Chubak advised that the Smart Card pilot was expected to be introduced on buses on approximately March 1, 2010. In response to an inquiry from Member Lebow, President Roberts indicated that the most significant problem confronted by NYC Transit with respect to elevator maintenance is currently in the area of warranty repairs.

Chair Frasca, noting that this represented President Roberts' final Committee meeting, stated that his legacy would be one of achievement and innovation. Member Lebow praised President Roberts' calm demeanor and expressed the view that the changes he had implemented with respect to statistical reporting were highly beneficial. Member Kay commented upon his actions in laying the groundwork to transform NYCT's bus service. Member Metzger stated that President Roberts had been successful in rendering the agency more focused on customer service. In conclusion, Chair Frasca again expressed praise for President Roberts' leadership and lead the members in a round of applause.

#### **VII. Standard Follow Up Reports**

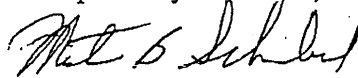
The Transit Adjudication Bureau Report and the Elevator/ Escalator Report were presented to the Committee for information.

#### **VIII. Appendix**

The September 2009 SIR Financial and Ridership Report, and the NYC Transit Inventory Report for the third quarter of 2009, were presented to the Committee for information.

IX. Upon motion duly made and seconded, the meeting was adjourned.

Respectfully submitted,



Martin B. Schnabel  
Secretary



## 2009 Transit Committee Work Plan

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### I. RECURRING AGENDA ITEMS

#### Responsibility

Approval of Minutes	Committee Chair & Members
NYC Transit Committee Work Plan	Committee Chair & Members
Operations Performance Summary Presentation (including Financial/Ridership, Capital Program Status, Paratransit Service, Crime & Safety) Procurements	NYC Transit President
AFC Program Status Report	Materiel
Service Changes (if any)	Subways
Tariff Changes (if any)	Operations Planning
Capital Budget Modifications (if any)	Management & Budget
Action Items (if any)	Capital Planning & Budget
	As Listed

### II. SPECIFIC AGENDA ITEMS

#### Responsibility

#### December 2009

2010 Final Proposed NYC Transit Budget	Management & Budget
2010 Final Proposed SIR Budget	Management & Budget

#### January 2010

Approval of 2010 NYC Transit Committee Work Plan	Committee Chair & Members
Bus Technology Programs Report	Buses

#### February 2010

Preliminary Review of NYC Transit 2009 Operating Results	Management & Budget
Preliminary Review of SIR 2009 Operating Results	Management & Budget
NYC Transit Adopted Budget/Financial Plan 2010-2013	Management & Budget
SIR Adopted Budget/Financial Plan 2010-2013	Management & Budget
Service Quality Indicators (including PES)	Operations Planning
ADA Compliance Report	Capital Program Management
Elevator & Escalator Service Report	Subways
Transit Adjudication Bureau Report	Law

#### March 2010

## II. SPECIFIC AGENDA ITEMS (con't)

### Responsibility

#### April 2010

Final Review of NYC Transit 2009 Operating Results  
Final Review of SIR 2009 Operating Results  
Bus Technology Programs Report

Management & Budget  
Management & Budget  
Buses

#### May 2010

Transit Adjudication Bureau Report  
Elevator & Escalator Service Report

Law  
Subways

#### June 2010

#### July 2010

Bus Technology Programs Report

Buses

#### August 2010

No Meetings Held

#### September 2010

Public comment/Committee review of budget  
2011-2015 NYC Transit & MTA Bus Proposed Capital Programs  
2010 NYC Transit Mid-Year Forecast Monthly Allocation  
2010 SIR Mid-Year Forecast Monthly Allocation  
2011 Preliminary NYC Transit Budget  
2011 Preliminary SIR Budget  
Service Quality Indicators (including PES)  
Elevator & Escalator Service Report  
Transit Adjudication Bureau Report

Capital Planning & Budget  
Management & Budget  
Management & Budget  
Management & Budget  
Management & Budget  
Operations Planning  
Subways  
Law

#### October 2010

Public Comment/Committee review of budget  
2011 Preliminary NYC Transit Budget  
2011 Preliminary SIR Budget  
Bus New Technology Program Report

Management & Budget  
Management & Budget  
Buses

#### November 2010

Public comment/Committee review of budget  
Charter for Transit Committee  
2011 Preliminary NYC Transit Budget  
2011 Preliminary SIR Budget  
Elevator & Escalator Service Report  
Transit Adjudication Bureau Report

Law  
Management & Budget  
Management & Budget  
Subways  
Law

## **2009 Transit Committee Work Plan**

### **Detailed Summary**

#### **I. RECURRING**

##### **Approval of Minutes**

An official record of proceedings which occurred during the previous month's Committee meeting.

##### **NYC Transit Work Plan**

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

##### **Operations Performance Summary**

Summary presentation on the performance of Subway, Bus and Paratransit Service, including a discussion on Safety, Finance and Ridership and Capital Program Plan achievements. Information includes discussion on key indicators such as Subway and Bus MDBF, On-Time Performance and Completed Trips; Subway and Bus accident rates; and Capital Plan awards, design starts and completions.

##### **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.

##### **Automated Fare Collection/MetroCard Report**

Status Report on progress related to the implementation of the MetroCard fare collection system. Report provides information on MetroCard market share, the Reduced Fare Program, MetroCard sales initiatives and the Balance Protection Program.

##### **Service Changes**

Service proposals presented for Committee information and for Board approval, when required. Proposals outline various service initiatives affecting both bus and subway service. Proposals include but are not limited to, bus route revisions, span expansions and subway and bus schedule changes.

##### **Tariff Changes**

Proposals presented to the Board for approval of changes affecting NYC Transit fare policy structure.

##### **Capital Budget Modifications**

Proposals presented to the Board for approval of changes to NYC Transit's 5-Year Capital Program.

##### **Action Items**

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

## II. SPECIFIC AGENDA ITEMS

### DECEMBER 2009

#### 2010 Final Proposed NYC Transit Budget

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

#### 2010 Final Proposed SIR Budget

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

### JANUARY 2010

#### Approval of Committee Work Plan

The Committee will be provided with the work plan for 2010 and will be asked to approve its use for the year.

#### Bus Technology Programs Report

Quarterly report to the Committee on progress made in bus technology programs managed by NYC Transit. Projects listed include Hybrid Electric Bus, Compressed Natural Gas Bus and Orion VII Low Floor Bus Programs.

### FEBRUARY 2010

#### Preliminary Review of NYC Transit's 2009 Operating Results

NYC Transit will present a brief review of its 2009 Budget results.

#### Preliminary Review of SIR 2009 Operating Results

NYC Transit will present a brief review of SIR's 2009 Budget results.

#### Adopted Budget/Financial Plan 2010-2013

NYC Transit will present its revised 2010-2013 Financial Plan. This plan 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. The documents will also include a monthly allocation of planned expenditures for 2010 by category.

#### SIR Adopted Budget/Financial Plan 2010-2013

NYC Transit will present SIR's revised 2010-2013 Financial Plan. This plan 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. The documents will also include a monthly allocation of planned expenditures for 2010 by category.

#### Service Quality Indicators / PES Report

Bi-annual report which presents subway and bus service indicators (Wait Assessment) and the Passenger Environment Survey, which measures subway and bus cleanliness, customer information and operations.

## **II. SPECIFIC AGENDA ITEMS (con't)**

### ADA Compliance Report

The annual update to the NYC Transit Committee on the status of compliance with the Americans with Disabilities Act (ADA) at New York City Transit. The report summarizes activities for compliance including, rehabilitation of key stations and ADA requirements in bus and subway transportation.

### Elevator & Escalator Service Report

Quarterly report to the Committee on system wide reliability and availability goal for elevators and escalators throughout the subway system.

### Transit Adjudication Bureau Report

Quarterly report to the Committee on Transit Adjudication Bureau financial and operating indicators including collection activities and data on revenue and expenses.

## **MARCH 2010**

## **APRIL 2010**

### Final Review of NYC Transit 2009 Operating Results

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

### Final Review of SIR 2009 Operating Results

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

### Bus Technology Programs Report

Quarterly report to the Committee on progress made in bus technology programs managed by NYC Transit. Projects listed include Hybrid Electric Bus, Compressed Natural Gas Bus and Orion VII Low Floor Bus Programs.

## **MAY 2010**

### Transit Adjudication Bureau Report

Quarterly report to the Committee on Transit Adjudication Bureau financial and operating indicators including collection activities and data on revenue and expenses.

### Elevator & Escalator Service Report

Quarterly report to the Committee on system wide reliability and availability goal for elevators and escalators throughout the subway system.

## **JUNE 2010**

## II. SPECIFIC AGENDA ITEMS (con't)

### JULY 2010

#### Bus Technology Programs Report

Quarterly report to the Committee on progress made in bus technology programs managed by NYC Transit. Projects listed include Hybrid Electric Bus, Compressed Natural Gas Bus and Orion VII Low Floor Bus Programs.

### AUGUST 2010

No Meetings Held

### SEPTEMBER 2010

#### 2011-2015 NYC Transit Proposed & MTA Bus Capital Programs

A staff summary presented to brief the Committee on the proposed 2011-2015 Capital Program for NYC Transit (\$13.9 billion) and MTA Bus (\$325 million).

#### 2010 NYC Transit Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of its 2010 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

#### 2010 SIR Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of SIR's 2010 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

#### 2011 NYC Transit Preliminary Budget

Public comments will be accepted on the 2011 Preliminary Budget.

#### 2011 SIR Preliminary Budget

Public comments will be accepted on the 2011 Preliminary Budget.

#### Service Quality Indicators/PES Report

Bi-annual report which presents subway and bus service indicators (Wait Assessment) and the Passenger Environment Survey, which measures subway and bus cleanliness, customer information and operations.

#### Elevator & Escalator Service Report

Quarterly report to the Committee on system wide reliability and availability goal for elevators and escalators throughout the subway system.

#### Transit Adjudication Bureau Report

Quarterly report to the Committee on Transit Adjudication Bureau financial and operating indicators including collection activities and data on revenue and expenses.

## **II. SPECIFIC AGENDA ITEMS (con't)**

### **OCTOBER 2010**

#### 2011 NYC Transit Preliminary Budget

Public comments will be accepted on the 2011 Preliminary Budget.

#### 2011 SIR Preliminary Budget

Public comments will be accepted on the SIR 2011 Preliminary Budget.

#### Bus Technology Programs Report

Quarterly report to the Committee on progress made in bus technology programs managed by NTC Transit. Projects listed include Hybrid Electric Bus, Compressed Natural Gas Bus and Orion VII Low Floor Bus Programs.

### **NOVEMBER 2010**

#### Charter for Transit Committee

Once annually, the NYC Transit Committee will be presented with the Committee Charter and will be asked to formally adopt it for use.

#### 2011 Preliminary NYC Transit Budget

Public comments will be accepted on the 2011 Preliminary Budget.

#### 2011 SIR Preliminary Budget

Public comments will be accepted on the SIR 2011 Preliminary Budget.

#### Elevator & Escalator Service Report

Quarterly report to the Committee on system wide reliability and availability goal for elevators and escalators throughout the subway system.

#### Transit Adjudication Bureau Report

Quarterly report to the Committee on Transit Adjudication Bureau financial and operating indicators including collection activities and data on revenue and expenses.

## Monthly Operations Report

Statistical results for the month of October 2009 are shown below. Details on each indicator (except for Staten Island Railway and paratransit indicators, for which no additional detail is provided) are provided on the following pages.

### Subways

Indicator	Current Month: October 2009			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System Weekday Absolute On-Time Performance (charts 1-2)	70.9%	74.9%	-5.3%	75.6%	N/A	N/A
A-Division Weekday Absolute On-Time Performance	67.7%	67.1%	+0.8%	72.9%	N/A	N/A
B-Division Weekday Absolute On-Time Performance	73.3%	80.2%	-8.7%	77.6%	N/A	N/A
System Weekday Controllable On-Time Performance (charts 3-4)	91.9%	92.0%	-0.1%	88.9%	N/A	N/A
A-Division Weekday Controllable On-Time Performance	91.9%	90.2%	+1.9%	88.4%	N/A	N/A
B-Division Weekday Controllable On-Time Performance	91.8%	93.4%	-1.6%	89.3%	N/A	N/A
System Number of Absolute Delays (Chart 5)	49,246	41,254	+19.4%	38,976	N/A	N/A

Indicator	Current Month: October 2009			
	This Month	Last Month	% Change	YTD Avg
System Weekend Absolute On-Time Performance (Chart 6-7)	37.5%	46.9%	-19.9%	49.7%
A-Division Weekend Absolute On-Time Performance	54.9%	54.5%	+0.7%	59.4%
B-Division Weekend Absolute On-Time Performance	26.1%	41.9%	-37.6%	43.3%
System Weekend Controllable On-Time Performance (Chart 8-9)	89.9%	89.8%	+0.0%	89.7%
A-Division Weekend Controllable On-Time Performance	88.7%	88.2%	+0.5%	89.4%
B-Division Weekend Controllable On-Time Performance	90.5%	90.9%	-0.4%	89.8%
System Number of Weekend Absolute Delays (Chart 10)	30,019	25,168	+19.3%	24,748

The OTP measures shown above were developed to improve the accuracy and comprehensiveness of the data and better reflect the experience of the riding public. Until sufficient data have been collected to allow for year-over-year comparisons and calculation of 12-month averages for weekend data, the table will compare weekend performance for the current month against the previous month, and also show year-to-date average performance. (Note: Starting with January 2009 data, a more rigorous process was put in place to track controllable delays.)

Indicator	Current Month: October 2009			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System Wait Assessment (charts 11-12)	88.6%	86.8%	+2.1%	88.9%	86.3%	+3.0%
A-Division Wait Assessment	87.4%	85.9%	+1.7%	88.9%	85.1%	+4.6%
B-Division Wait Assessment	89.3%	87.3%	+2.3%	88.9%	86.9%	+2.2%
Mean Distance Between Failures (charts 13-15)	173,800	138,127	+25.8%	145,170	137,332	+5.7%
<b>Staten Island Railway</b>						
24 Hour On-Time Performance	93.2%	93.3%	-0.1%	95.4%	95.7%	-0.3%
AM Rush On-Time Performance	94.9%	93.5%	+1.5%	98.6%	97.5%	+1.1%
PM Rush On-Time Performance	96.7%	99.7%	-3.0%	97.8%	97.4%	+0.4%
Percentage of Completed Trips	98.7%	99.8%	-1.1%	99.7%	99.9%	-0.2%
Mean Distance Between Failures	200,731	102,582	+95.7%	137,104	147,250	-6.9%

### Buses

Indicator	Current Month: October 2009			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
AM Weekday Pullout Performance (chart 16)	99.87%	99.95%	-0.1%	99.68%	99.80%	-0.1%
PM Weekday Pullout Performance (chart 17)	99.94%	99.97%	-0.0%	99.81%	99.88%	-0.1%
Mean Distance Between Failures (chart 18)	4,221	4,129	+2.2%	3,910	3,959	-1.2%
Mean Distance Between Service Interruptions (chart 19)	2,713	2,681	+1.2%	2,534	2,549	-0.6%
Percentage of Completed Trips (chart 20)	98.93%	98.98%	-0.1%	98.75%	98.76%	-0.0%
<b>Paratransit</b>						
Trips Requested	694,297	615,186	+12.9%	629,323	525,174	+19.8%
Trips Scheduled	625,836	579,424	+8.0%	565,241	495,332	+14.1%
Trips Completed	573,734	509,891	+12.5%	516,610	435,418	+18.6%
Denials (Capacity)	0	0	N/A	0	0	N/A
Customer Refusals	4,010	3,674	+9.1%	3,799	3,081	+23.3%
Passenger Cancellations (Early)*	64,451	N/A	N/A	N/A	N/A	N/A
Passenger Cancellations (Late)*	24,307	N/A	N/A	N/A	N/A	N/A
Passenger Cancellations (Total)	88,758	71,976	+23.3%	81,715	62,285	+31.2%
No-Shows (Passenger)	22,481	25,297	-11.1%	22,591	20,679	+9.2%
No-Shows (Passenger) as a Percentage of Trips Scheduled	3.59%	4.37%	-17.7%	4.00%	4.17%	-4.3%
No-Shows (Carrier and No-Fault)	5,314	4,348	+22.2%	4,608	3,679	+25.3%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.85%	0.75%	+13.2%	0.82%	0.74%	+9.8%
New Applications Received	4,078	3,986	+2.3%	3,693	3,293	+12.1%

\*Effective November 2008, a change was made to the definitions of Early and Late Cancellations. As a result, current data are not comparable to prior-period results and no historical data are shown. The change in definitions does not affect Total Cancellations.

## Monthly Operations Report

Statistical results for the month of October 2009 are shown below. Details on each indicator (except for Staten Island Railway and paratransit indicators, for which no additional detail is provided) are provided on the following pages.

### Safety

Current Month: October 2009				12-Month Average		
Indicator	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents/Million Customers (chart 21) <sup>1</sup>	2.76	2.92	-5.5%	3.28	3.14	+4.5%
Subway Customer Injuries/Million Customers (chart 22) <sup>1</sup>	2.77	3.03	-8.6%	3.32	3.17	+4.7%
Subway Collisions (chart 23) <sup>2,4</sup>	0	0	N/A	1	2	-50.0%
Subway Derailments (chart 24) <sup>2,4</sup>	0	0	N/A	2	2	0.0%
Subway Fires (charts 25-26) <sup>2</sup>	88	102	-13.7%	1,106	1,293	-14.5%
Bus Customer Accidents/Million Customers (chart 27) <sup>1</sup>	1.03	0.74	+39.2%	1.05	0.98	+7.1%
Bus Customer Accident Injuries/Million Customers (chart 28) <sup>1</sup>	1.00	0.85	+17.6%	1.05	1.03	+1.9%
Bus Collisions/Million Miles (chart 29) <sup>1</sup>	44.55	43.27	+3.0%	44.04	45.79	-3.8%
Bus Collision Injuries/Million Miles (chart 30) <sup>1</sup>	4.00	6.18	-35.3%	6.19	6.00	+3.2%
Employee On-Duty Lost-Time Accidents (chart 31)	2.21	2.50	-11.6%	2.82	2.35	+20.0%

### Crime

Current Month: October 2009				12-Month Average		
Indicator	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies(Attachments 32-34) <sup>3,4</sup>	185	201	-8.0%	1,819	2,086	-12.8%
Robberies <sup>3,4</sup>	72	82	-12.2%	642	718	-10.6%

<sup>1</sup> Current month data are for September 2009.

<sup>2</sup> 12-month figures shown are totals rather than averages.

<sup>3</sup> The table shows year-to-date figures rather than 12-month averages.

<sup>4</sup> Current month data are for November 2009.

## **Monthly Departmental Update**

### **Subways**

#### **Delivery of R160 Cars**

All 660 base contract cars are available for service.

All 620 Option 1 contract cars are available for service. Contractually, all Option I cars were scheduled to be delivered by August 17, 2009. The last Option I cars were delivered on September 16, 2009.

In September 2008 the MTA Board authorized New York City Transit to exercise Option II to Contract R-34160 for the purchase of 382 additional "B" Division cars in the amount of \$768,851,027 plus a 2% award contingency. NYCT exercised this Option on November 7, 2008. These cars were to be contractually delivered starting August 2009 and final delivery is May 7, 2010. Through November 17, Kawasaki delivered 62 Option II cars, of which 50 are available for service. Alstom delivered 65 Option II cars, of which 30 are available for service.

#### **Capital Program Award**

On November 3, 2009, a project to rehabilitate the 86<sup>th</sup> Street Station on the 4<sup>th</sup> Avenue Line in Brooklyn was awarded. Project work includes a new ceramic tile wall finish on both track walls, including a decorative mosaic band and station identification tablets; scraping, patching and painting of identified areas; water infiltration prevention; replacement of the sidewalk slab at the site of former ventilators north of 86<sup>th</sup> Street on the west sidewalk; repair of corroded steel in ventilators and at track and platform ceiling; and rebuilding of platform edges in conformance with ADA gap requirements including new rubbing board and tactile warning tiles.

On October 29, 2009, NYCT awarded a project to provide air conditioning at 13 communication rooms and exhaust fans at two communication rooms. This project is funded by stimulus monies from the American Recovery and Reinvestment Act (ARRA) of 2009.

#### **Capital Program Completions**

On October 30, 2009 a project to rebuild existing ducts and provide new ducts for the traction power system from the Cliff St. Substation to the William Street circuit breaker house achieved substantial completion.

#### **New Signal Crew Quarters Recognition**

The East 180th Street Yard new Signal Crew Quarters which includes NYCT's first Green Roof received a plaque from Weston Solutions, Inc./Green Grid® for its 1,888 square feet of green roof. From the ground up this new Signal Crew Quarters building is very sustainable: it was built on the former railroad platform at the station, utilizing existing steel columns for structural support and recycled content in other building components, so less new materials were needed and natural resources and labor were saved. The skylight in the middle of the roof lets in natural light while filtering heat gain, reducing energy consumption and contributing to workers' productivity.

## **Monthly Departmental Update**

### **Employee Facility Enhancement**

Five facilities were completed in October 2009 under the Employee Facility Enhancement Program, including the following:

- Kings Highway (N Line)
- Broadway/Lafayette (Hydraulics/Infrastructure-General Mtce)
- Tiffany Shop Light Iron Ornamental
- Metropolitan Ave. (G Line) Track-Baits and Welders
- 148<sup>th</sup> Street/Lenox HVAC (Central Air-Locker Room)

These brought the year-to date total up to 63, and with two months remaining in the year, the 2009 goal of completing 60 facilities has been exceeded.

### **IRT West**

#### **1 Line**

Every weekend in November there were 53 hour General Orders from 96<sup>th</sup> St. to 42<sup>nd</sup> Street shutting down 1 and 4 tracks. These General Orders supported maintenance work which included platform edge repairs, track inspections, flood mitigation work, track cleaning and station headhouse work.

#### **2 Line**

Internal divisions and CPM are working to replace the station platforms on the lower level at 149<sup>th</sup> Street/Grand Concourse.

Workforce Development is working with 2 Line management to turn some unused rooms at the 239<sup>th</sup> Street Shop into large training rooms to accommodate training needs in the North, allowing for more training time and less travel time for IRT employees.

#### **3 Line**

The following repairs were made at the Borough Hall station: all street stairways safety strips and all street KA railing and couplings were painted, a new ejector was installed in public toilet at R601A, an ejector was repaired in the employee's toilet and the housing of elevator #317 was treated with rust protection and painted.

#### **7 Line**

During November, a series of Fire Department (NYFD) pre-Table Top Exercises were conducted in the Steinway Tube in preparation for the upcoming actual exercises on December 11<sup>th</sup> and 12<sup>th</sup>. The purpose of these exercises is to critique the quality the response time in the event an emergency arises in the tunnel. The NYFD, NYPD and Transit will be involved in these exercises.

## **Monthly Departmental Update**

7 Line management has begun having Table Top Exercises of commonly encountered operating scenarios to facilitate cross training of supervisors in all areas to provide better customer service, identify ways to alleviate crowding and promote better communication between them. The initial exercise was run to simulate the ongoing track panel replacement project and the start and finish of the general order on C-1 Track.

7 Line management started community outreach at Vernon-Jackson, Hunters Point and Court House Square regarding upcoming shutdowns on the line.

Station Hand Held Inspection Program devices (PDAs) have been received and the software and encryption programs are being loaded on 10 of the 12 devices in the pilot. Two alpha units are already deployed. These devices are used for the recording of results for station inspections.

### **IRT East**

#### **6 Line**

On November 19, 2009 Group General Manager Tracy Bowdwin, Line General Managers Paul McPhee, John Doherty, Evelyn Koehler, and Deputy Line General Manager Javier Rocha attended the Combined Bronx Borough Service Cabinet/Borough Board Meeting at the Bronx Borough President's Office, accompanied by Jacqueline Carter of Government and Community Relations. An overview of the responsibilities of line general managers was made by GGM Bowdwin, followed by a question and answer period.

### **Buses**

#### **Orion NG Hybrid Bus Deliveries**

As of November 11th, 2009, 644 out of 850 Orion VII NG buses have been accepted at the plant. Of those, 584 are for NYCT and 80 are for MTA Bus.

#### **NYCT Bus Achieves High Monthly Mean Distance Between Failures (MDBF)**

In the month of October 2009, the Department of Buses achieved its best October monthly MDBF performance on record at 4,221 miles. Performance has improved as a result of new bus deliveries, the hybrid battery replacement and retrofit program, as well as upgrades to the hybrid propulsion control system.

#### **Employee Facility Enhancement**

As of November 17<sup>th</sup>, 37 of the 41 projects currently in the plan, which represents 90.2%, are completed.

## **Monthly Departmental Update**

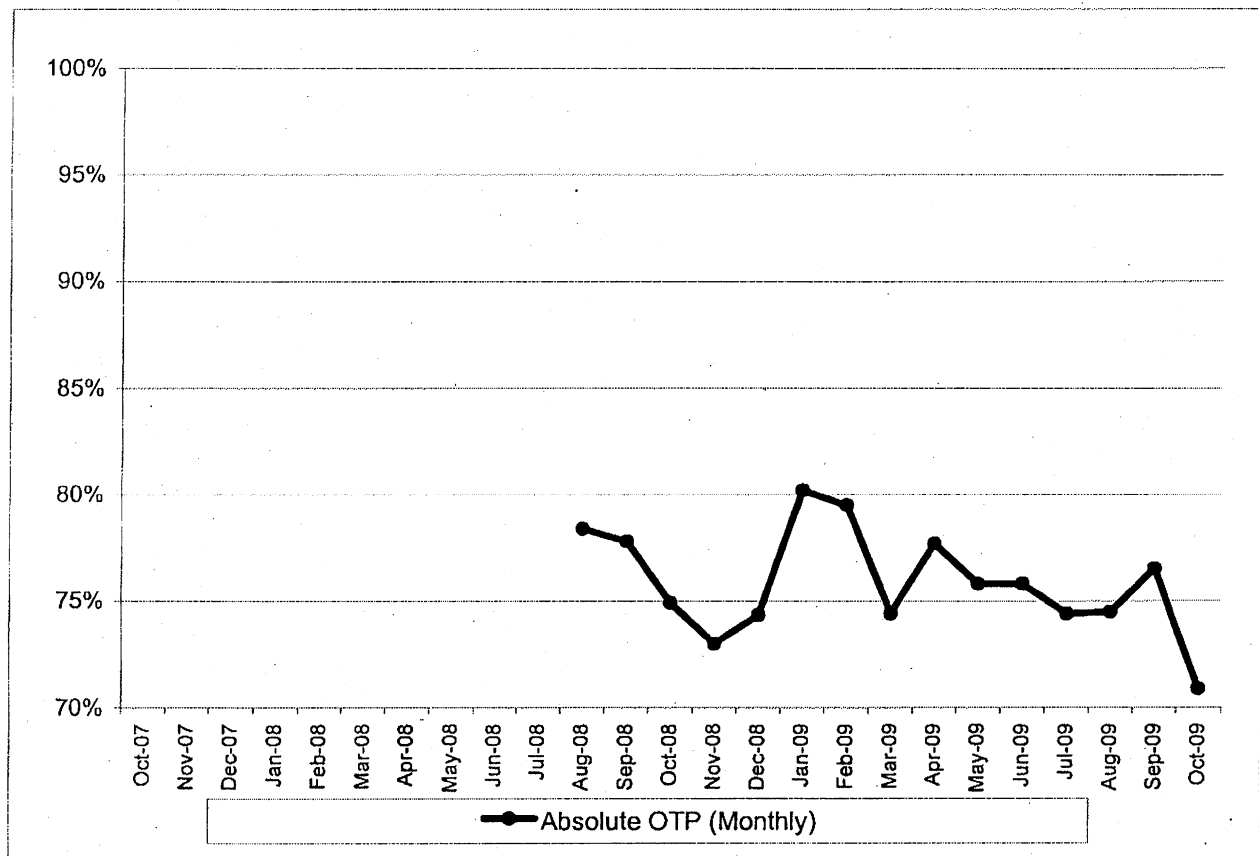
### **Retrofit of Orion VII Buses**

The retrofit of 585 Orion VII 2003-2005 CNG and Hybrid buses is being performed at the vendor's shop in Secaucus, NJ. As of November 11, 2009, 399 of 585 buses completed. The work covers retrofits of engines, transmissions, and miscellaneous items.

### **Real-Time Customer Information System (RTCIS)**

NYCT is now in the 4<sup>th</sup> month of a 6-month demonstration of the RTCIS provided by Clever Devices on 34<sup>th</sup> Street. A Request for Information for the RTCIS, for which responses are due December 14, 2009, has been issued to foster additional competition. The NYCT RTCIS Task Force is currently conducting field visits and conference calls with other transit properties to gauge the successes and lessons learned with their customer information system projects.

## Weekday Absolute On-Time Performance (24 hours)



### Weekday Absolute On-Time Performance Definition

Weekday Absolute On-Time Performance (OTP) for a month is calculated as the percentage of the total number of on-time weekday trains divided into the total number of weekday trains scheduled to operate, per the Picked schedule as recorded on the terminal Train Register Sheets. An on-time train is defined as a train making all its scheduled station stops arriving at its destination terminal on-time, early, or no more than five minutes late.

### Weekday Absolute On-Time Performance Results

**Systemwide**  
Monthly Results  
 Oct 2009: 70.9%  
 Oct 2008: 74.9%  
 12-Mon Avg: 75.6%  
 (Nov '08-Oct '09)

**A Division**  
Monthly Results  
 Oct 2009: 67.7%  
 Oct 2008: 67.1%  
 12-Mon Avg: 72.9%  
 (Nov '08-Oct '09)

**B Division**  
Monthly Results  
 Oct 2009: 73.3%  
 Oct 2008: 80.2%  
 12-Mon Avg: 77.6%  
 (Nov '08-Oct '09)

### Discussion of Results

In October 2009, Supplement Schedule (34,798 delays), Right Of Way (4,016 delays) and Over Crowding (2,973 delays) were the highest categories of delays, representing 84.9% of the total (49,246) delays.

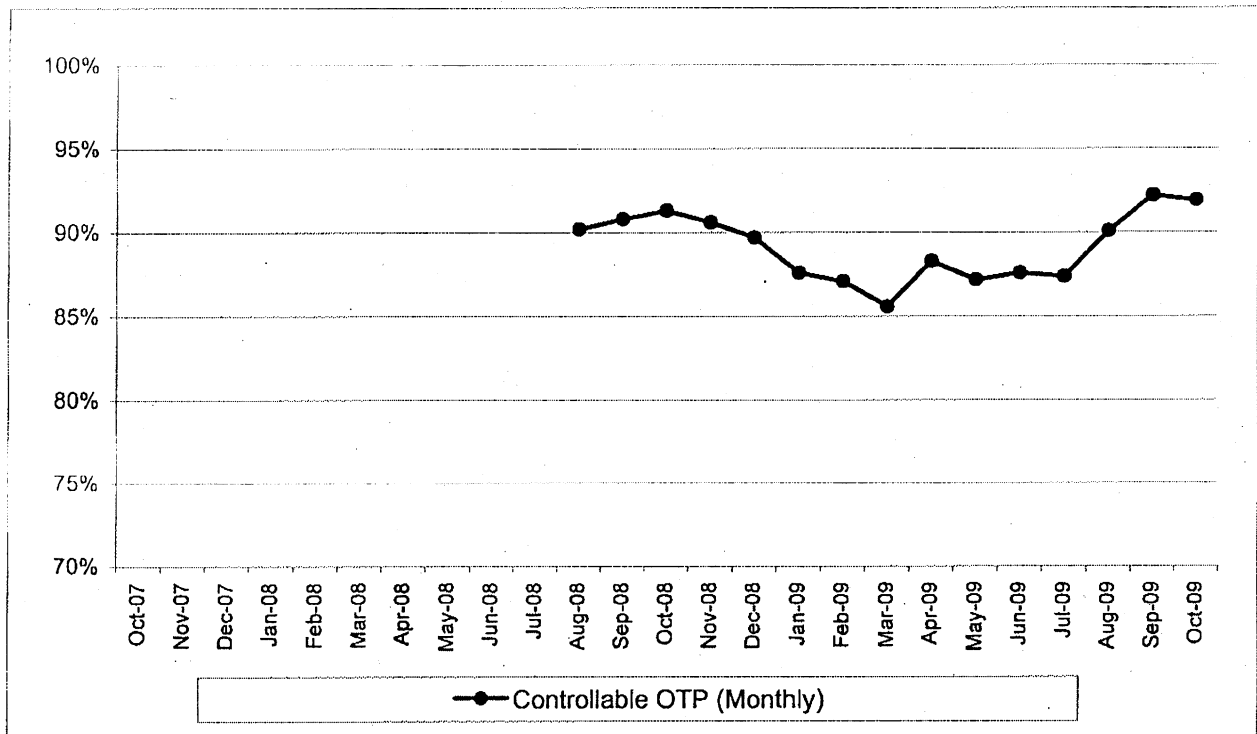
**Chart 1**

## Weekday Absolute On-Time Performance (24 hours)

<u>Line</u>	<u>October '09</u>	<u>October '08</u>	<u>% Change</u>
<b>A Division</b>	<b>67.7%</b>	<b>67.1%</b>	<b>+0.8%</b>
IRT WEST	71.0%	71.0%	-0.1%
①	75.7%	75.1%	+0.9%
②	37.2%	52.9%	-29.6%
③	69.1%	61.3%	+12.8%
⑦	84.5%	81.3%	+4.0%
IRT EAST	63.9%	62.0%	+3.2%
④	63.2%	51.2%	+23.4%
⑤	63.2%	61.2%	+3.4%
⑥	46.1%	70.4%	-34.5%
⑤ 42 St	99.6%	NA	N/A
<b>B Division</b>	<b>73.3%</b>	<b>80.2%</b>	<b>-8.7%</b>
BMT	56.5%	85.1%	-33.5%
⑧	11.2%	75.3%	-85.1%
⑨	28.5%	88.5%	-67.8%
⑤ Fkln	96.0%	97.7%	-1.7%
⑩	67.3%	83.6%	-19.5%
⑪	75.0%	80.0%	-6.3%
⑫	81.4%	92.5%	-12.0%
IND/BMT	82.3%	80.3%	+2.5%
⑬	54.6%	75.8%	-28.0%
⑤ Rock	89.5%	89.6%	-0.1%
⑭	90.5%	91.9%	-1.5%
⑪ ⑫	98.5%	96.2%	+2.5%
⑮	99.3%	97.6%	+1.8%
⑯	82.1%	59.3%	+38.4%
IND	78.1%	75.6%	+3.3%
⑰	81.6%	77.3%	+5.6%
⑱	66.7%	62.9%	+6.0%
⑲	81.6%	80.7%	+1.1%
⑳	76.2%	82.3%	-7.4%
㉑	88.0%	83.3%	+5.7%
<b>Systemwide</b>	<b>70.9%</b>	<b>74.9%</b>	<b>-5.3%</b>

Chart 2

## Weekday Controllable On-Time Performance (24 hours)



### Weekday Controllable On-Time Performance Definition

The percentage of regularly scheduled trains arriving at the terminal no more than 5 minutes late, compared to the published schedule, excluding trains that are late due to incidents beyond NYCT's control, including sick customers, police or fire department activity, vandalism, trespassing, opening of moveable bridges for maritime traffic and loss of outside electrical power. Trains running on supplemental schedules are considered on time if they arrive at the terminal within 5 minutes of the scheduled arrival as indicated on the published supplement.

### Weekday Controllable On-Time Performance Results

<b>Systemwide</b>	<b>A Division</b>	<b>B Division</b>
<b><u>Monthly Results</u></b>	<b><u>Monthly Results</u></b>	<b><u>Monthly Results</u></b>
Oct 2009: 91.9%	Oct 2009: 91.9%	Oct 2009: 91.8%
Oct 2008: 92.0%	Oct 2008: 90.2%	Oct 2008: 93.4%
12-Mon Avg: 88.9%	12-Mon Avg: 88.4%	12-Mon Avg: 89.3%
(Nov '08-Oct '09)	(Nov '08-Oct '09)	(Nov '08-Oct '09)

### Discussion of Results

In October 2009, Right Of Way (3,666 delays), Track Gangs (1,869 delays) and Car Equipment (1,007 delays) were the highest categories of delays, representing 47.1% of the total 13,898 controllable delays.

Note: Starting with Jan. 2009 data, a more rigorous process was put in place to track controllable delays.

## Weekday Controllable On-Time Performance (24 hours)

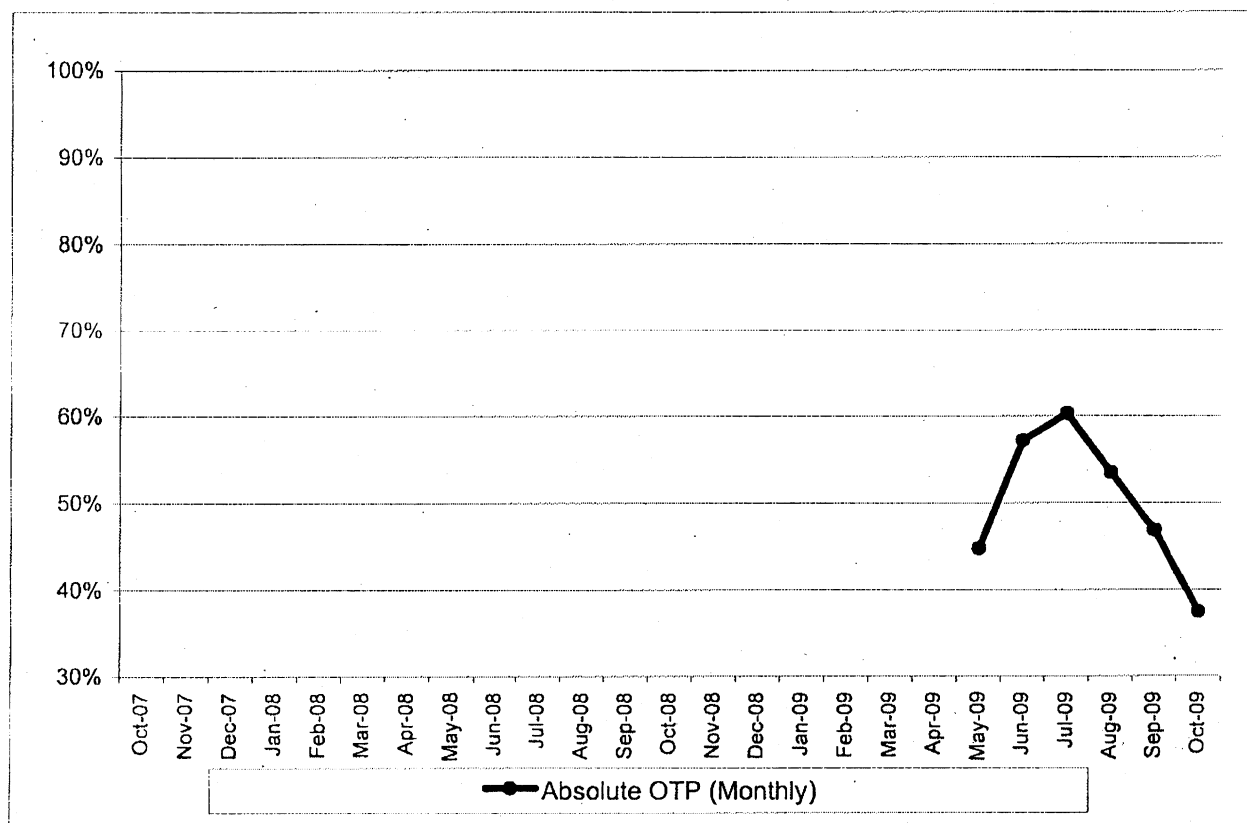
<u>Line</u>	<u>October '09</u>	<u>October '08</u>	<u>% Change</u>
<b>A Division</b>	<b>91.9%</b>	<b>90.2%</b>	<b>+1.9%</b>
<b>IRT WEST</b>	91.5%	87.6%	+4.4%
<b>1</b>	94.2%	87.4%	+7.7%
<b>2</b>	83.3%	80.3%	+3.7%
<b>3</b>	89.3%	81.7%	+9.3%
<b>7</b>	94.4%	94.2%	+0.2%
<b>IRT EAST</b>	92.5%	92.5%	+0.0%
<b>4</b>	89.1%	83.5%	+6.7%
<b>5</b>	88.2%	91.5%	-3.6%
<b>6</b>	93.4%	91.3%	+2.3%
<b>S</b> 42 St	99.6%	99.3%	+0.3%
<b>B Division</b>	<b>91.8%</b>	<b>93.4%</b>	<b>-1.6%</b>
<b>BMT</b>	91.9%	95.1%	-3.4%
<b>B</b>	94.1%	95.8%	-1.7%
<b>Q</b>	95.0%	97.7%	-2.7%
<b>S</b> Fkln	99.3%	100.0%	-0.7%
<b>D</b>	84.4%	89.3%	-5.5%
<b>N</b>	89.8%	92.5%	-2.9%
<b>W</b>	93.2%	96.2%	-3.1%
<b>IND/BMT</b>	95.2%	96.3%	-1.1%
<b>A</b>	88.4%	92.1%	-4.0%
<b>S</b> Rock	99.1%	99.8%	-0.6%
<b>C</b>	94.0%	95.4%	-1.5%
<b>J Z</b>	99.1%	98.8%	+0.3%
<b>M</b>	99.7%	99.0%	+0.6%
<b>L</b>	95.9%	95.7%	+0.3%
<b>IND</b>	88.4%	88.6%	-0.2%
<b>E</b>	93.4%	87.2%	+7.0%
<b>F</b>	80.8%	77.5%	+4.2%
<b>V</b>	86.8%	92.5%	-6.2%
<b>G</b>	89.7%	97.7%	-8.2%
<b>R</b>	92.8%	94.2%	-1.5%
<b>Systemwide</b>	<b>91.9%</b>	<b>92.0%</b>	<b>-0.1%</b>

Chart 4

# **Weekday Absolute Delays Systemwide Summary October 2009**

<u><b>Categories</b></u>	<u><b>Delays</b></u>
Supplement Schedule	<b>34,798</b>
ROW Delays	<b>4,016</b>
Over Crowding	<b>2,973</b>
Track Gangs	<b>1,869</b>
Sick/Unruly Customer	<b>1,146</b>
Car Equipment	<b>1,007</b>
Police	<b>886</b>
Work Equipment/G.O.	<b>748</b>
External	<b>394</b>
Fire	<b>316</b>
Infrastructure	<b>309</b>
Operational Diversions	<b>308</b>
Collision/Derailment	<b>204</b>
Employee	<b>183</b>
Inclement Weather	<b>91</b>
<b><u>Total Delays</u></b>	<b><u>49,246</u></b>

## Weekend Absolute On-Time Performance (24 hours)



### Weekend Absolute On-Time Performance Definition

Weekend Absolute On-Time Performance (OTP) for a month is calculated as the percentage of the total number of on-time weekend trains divided into the total number of weekend trains scheduled to operate, per the Picked schedule as recorded on the terminal Train Register Sheets. An on-time train is defined as a train making all its scheduled station stops arriving at its destination terminal on-time, early, or no more than five minutes late.

### Weekend Absolute On-Time Performance Results

#### **Systemwide Monthly Results**

Oct 2009: 37.5%  
Sep 2009: 46.9%

#### **A Division Monthly Results**

Oct 2009: 54.9%  
Sep 2009: 54.5%

#### **B Division Monthly Results**

Oct 2009: 26.1%  
Sep 2009: 41.9%

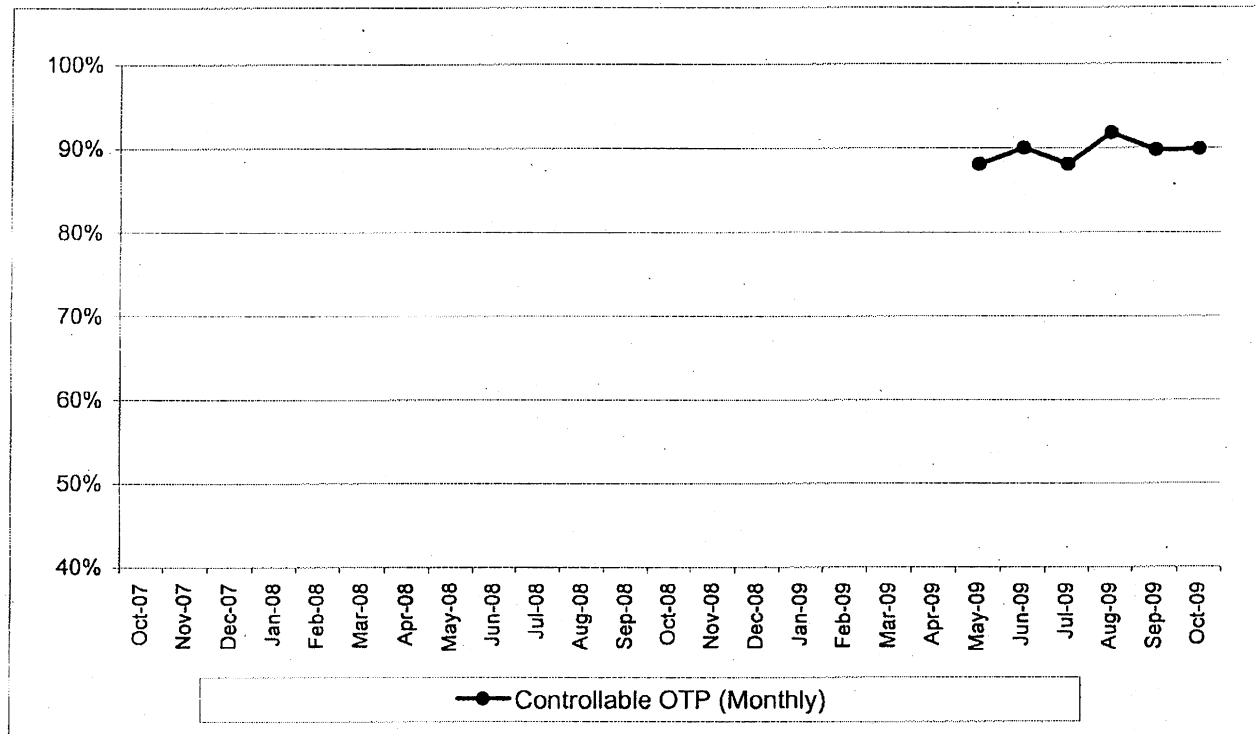
### Discussion of Results

In October 2009, Supplement Schedule (28,717 delays), Track Gangs (654 delays) and Over Crowding (129 delays) were the highest categories of delays, representing 98.3% of the total (30,019) delays.

## Weekend Absolute On-Time Performance (24 hours)

<u>Line</u>	<u>October '09</u>	<u>September '09</u>	<u>% Change</u>
<b>A Division</b>	<b>54.9%</b>	<b>54.5%</b>	<b>+0.7%</b>
<b>IRT WEST</b>	50.1%	42.4%	+18.1%
<b>1</b>	33.4%	18.4%	+81.8%
<b>2</b>	32.7%	16.3%	+100.7%
<b>3</b>	51.6%	15.2%	+239.9%
<b>7</b>	72.5%	90.9%	-20.3%
<b>IRT EAST</b>	61.1%	69.8%	-12.5%
<b>4</b>	57.1%	70.1%	-18.5%
<b>5</b>	27.9%	80.9%	-65.5%
<b>6</b>	66.6%	43.1%	+54.7%
<b>S</b> 42 St	98.4%	100.0%	-1.6%
<b>B Division</b>	<b>26.1%</b>	<b>41.9%</b>	<b>-37.6%</b>
<b>BMT</b>	32.2%	38.7%	-16.8%
<b>Q</b>	27.6%	15.8%	+74.7%
<b>S</b> Fkln	99.6%	99.4%	+0.2%
<b>D</b>	17.9%	31.0%	-42.3%
<b>N</b>	23.5%	45.3%	-48.2%
<b>IND/BMT</b>	34.6%	70.7%	-51.1%
<b>A</b>	16.7%	60.1%	-72.2%
<b>S</b> Rock	0.6%	53.1%	-98.9%
<b>C</b>	0.0%	72.7%	-100.0%
<b>J Z</b>	92.7%	60.5%	+53.2%
<b>M</b>	87.2%	53.1%	+64.2%
<b>L</b>	20.7%	96.9%	-78.7%
<b>IND</b>	10.6%	9.6%	+10.3%
<b>E</b>	7.0%	3.9%	+77.6%
<b>F</b>	0.3%	1.4%	-75.2%
<b>G</b>	8.5%	4.9%	+75.1%
<b>R</b>	26.3%	28.1%	-6.2%
<b>Systemwide</b>	<b>37.5%</b>	<b>46.9%</b>	<b>-19.9%</b>

## Weekend Controllable On-Time Performance (24 hours)



### Weekend Controllable On-Time Performance Definition

The percentage of regularly scheduled trains arriving at the terminal no more than 5 minutes late, compared to the published schedule, excluding trains that are late due to incidents beyond NYCT's control, including sick customers, police or fire department activity, vandalism, trespassing, opening of moveable bridges for maritime traffic and loss of outside electrical power. Trains running on supplemental schedules are considered on time if they arrive at the terminal within 5 minutes of the scheduled arrival as indicated on the published supplement.

### Weekend Controllable On-Time Performance Results

**Systemwide**  
Monthly Results  
 Oct 2009: 89.9%  
 Sep 2009: 89.8%

**A Division**  
Monthly Results  
 Oct 2009: 88.7%  
 Sep 2009: 88.2%

**B Division**  
Monthly Results  
 Oct 2009: 90.5%  
 Sep 2009: 90.9%

### Discussion of Results

In October 2009, Unpublished Supplements (1,541 delays), Track Gangs (654 delays) and Work Equipment/G.O. (120 delays) were the highest categories of delays, representing 44.2% of the total 5,243 controllable delays.

Note: Starting with Jan. 2009 data, a more rigorous process was put in place to track controllable delays.

## Weekend Controllable On-Time Performance (24 hours)

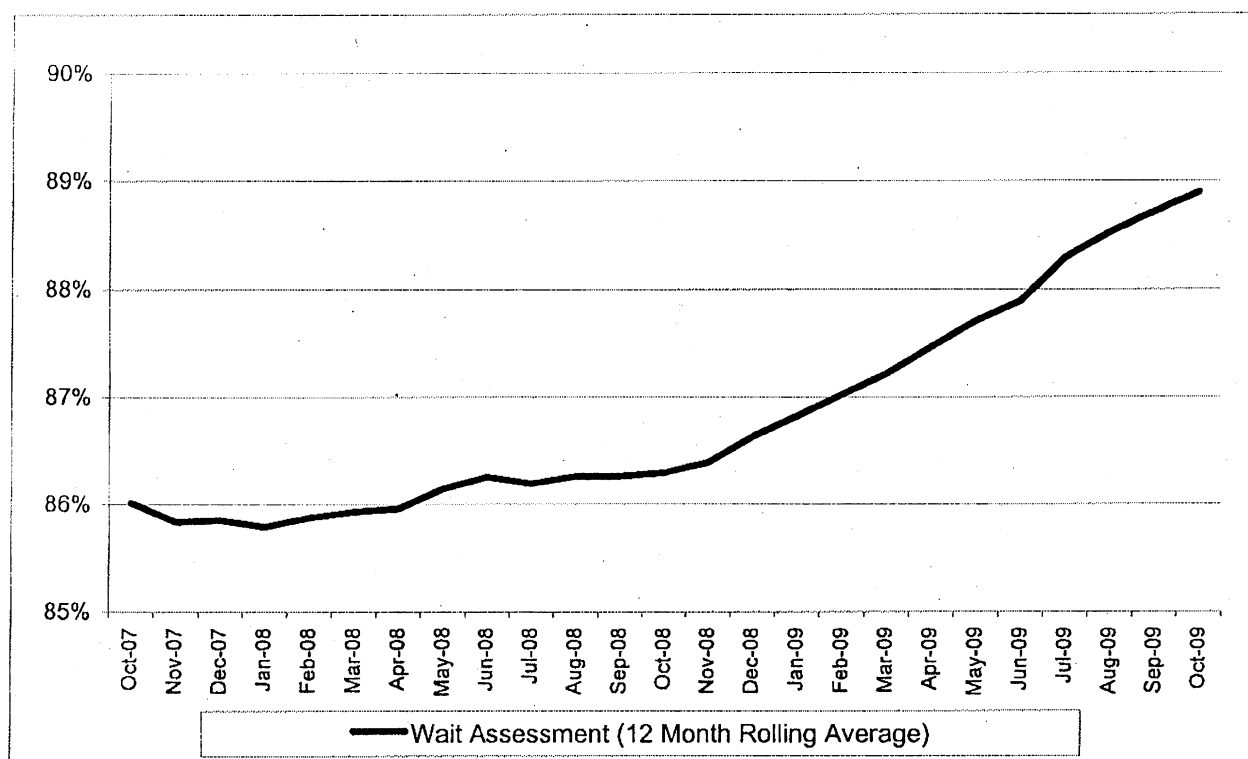
<u>Line</u>	<u>October '09</u>	<u>September '09</u>	<u>% Change</u>
<b>A Division</b>	<b>88.7%</b>	<b>88.2%</b>	<b>+0.5%</b>
<b>IRT WEST</b>	83.9%	82.2%	+2.0%
<b>①</b>	80.3%	67.6%	+18.8%
<b>②</b>	75.8%	86.9%	-12.8%
<b>③</b>	71.7%	72.0%	-0.4%
<b>⑦</b>	97.4%	97.6%	-0.2%
<b>IRT EAST</b>	94.7%	95.7%	-1.0%
<b>④</b>	92.1%	95.0%	-3.1%
<b>⑤</b>	96.4%	96.9%	-0.5%
<b>⑥</b>	93.4%	92.8%	+0.6%
<b>S</b> 42 St	98.9%	100.0%	-1.1%
<b>B Division</b>	<b>90.5%</b>	<b>90.9%</b>	<b>-0.4%</b>
<b>BMT</b>	88.9%	92.1%	-3.5%
<b>Q</b>	95.3%	97.8%	-2.6%
<b>S</b> Fkln	99.6%	99.9%	-0.3%
<b>D</b>	89.5%	92.9%	-3.7%
<b>N</b>	76.7%	82.4%	-6.9%
<b>IND/BMT</b>	92.9%	95.6%	-2.8%
<b>A</b>	84.4%	90.4%	-6.6%
<b>S</b> Rock	100.0%	99.4%	+0.6%
<b>C</b>	93.7%	96.0%	-2.4%
<b>J Z</b>	92.7%	100.0%	-7.3%
<b>M</b>	87.3%	94.1%	-7.2%
<b>L</b>	99.2%	98.2%	+1.1%
<b>IND</b>	89.1%	84.2%	+5.8%
<b>E</b>	96.5%	85.3%	+13.1%
<b>F</b>	80.3%	79.2%	+1.4%
<b>G</b>	96.5%	97.0%	-0.5%
<b>R</b>	88.0%	75.5%	+16.6%
<b>Systemwide</b>	<b>89.9%</b>	<b>89.8%</b>	<b>+0.0%</b>

Chart 9

**Weekend Absolute Delays  
Systemwide Summary  
October 2009**

<b><u>Categories</u></b>	<b><u>Delays</u></b>
Supplement Schedule	<b>28,717</b>
Track Gangs	<b>654</b>
Over Crowding	<b>129</b>
ROW Delays	<b>125</b>
Work Equipment/G.O.	<b>120</b>
Sick/Unruly Customers	<b>92</b>
Police	<b>86</b>
Employee	<b>28</b>
Car Equipment	<b>23</b>
External	<b>15</b>
Operational Diversions	<b>12</b>
Inclement Weather	<b>10</b>
Fire	<b>9</b>
<b>Total Delays</b>	<b>30,019</b>

## Subway Wait Assessment (6 am - midnight)



### Wait Assessment Definition

Wait Assessment is measured weekdays between 6:00 a.m. and Midnight, when service is relatively frequent. Wait Assessment measures the actual time interval between trains against the scheduled interval. It is defined as the percentage of actual intervals that are no more than the scheduled interval plus 2 minutes during peak hours ( 6 a.m. – 9 a.m., 4 p.m. – 7 p.m.) and plus 4 minutes during off-peak hours ( 9 a.m. – 4 p.m., 7 p.m. – Midnight). Data is collected based on a sampling methodology.

### Wait Assessment Results

<b>Systemwide</b>		
<u>Monthly Results</u>	<u>12-Month Average</u>	<u>Annual Results</u>
Oct 2009: 88.6%	Nov 08-Oct 09: 88.9%	2009 Goal: 87.0%
Oct 2008: 86.8%	Nov 07-Oct 08: 86.3%	2008 Actual: 86.6%
Oct 2007: 86.7%	Nov 06-Oct 07: 86.0%	2007 Actual: 85.9%

### Statistical Significance

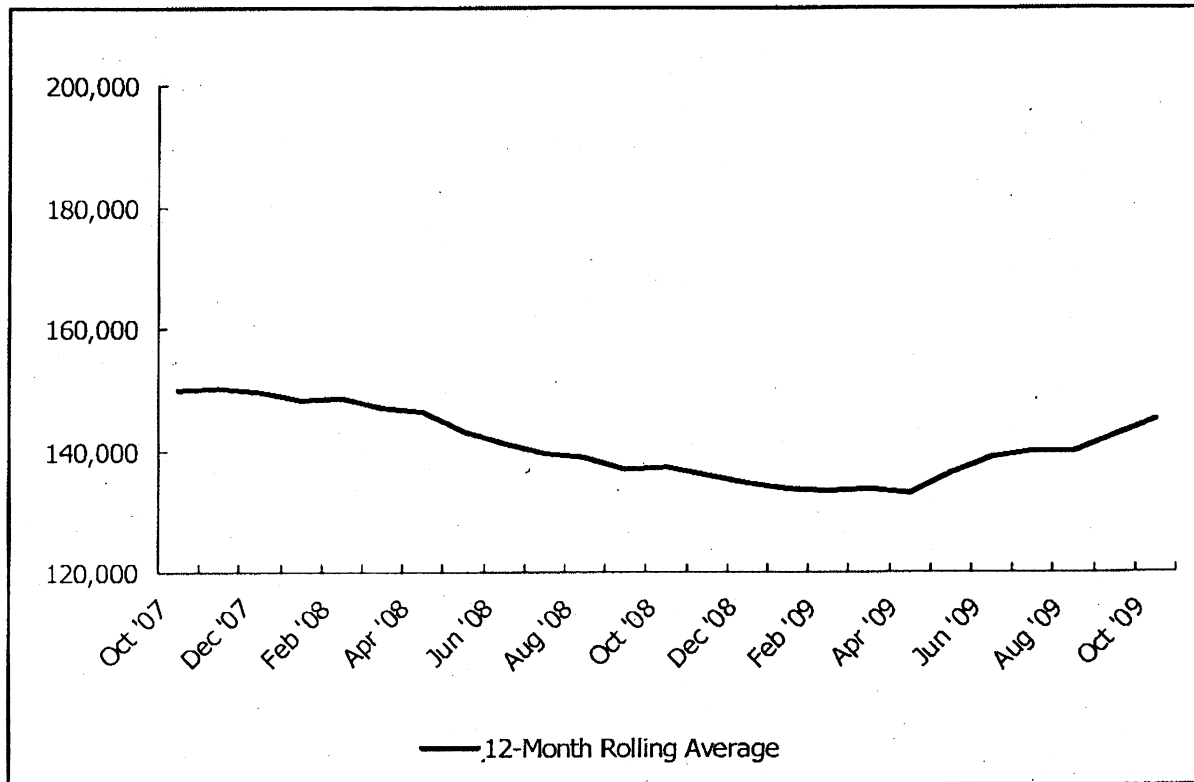
For the monthly results at the systemwide level, an increase/decrease of less than 1.5% is statistically unchanged. For 12-month rolling averages at the systemwide level, an increase/decrease of less than 0.5% is statistically unchanged. Please note, the Grand Central Shuttle began data collection in Nov. 2008 while both the Franklin and Rockaway Shuttles began data collection in Jan. 2009.

# **Subway Wait Assessment 12 Month Rolling Average (6 am - midnight)**

<b>Line</b>	<b>Nov 08-Oct 09:</b>	<b>Nov 07-Oct 08:</b>	<b>% Change*</b>
<b>A Division</b>	<b>88.9%</b>	<b>85.1%</b>	<b>+4.6%</b>
<b>IRT West</b>	<b>89.2%</b>	<b>86.4%</b>	<b>+3.2%</b>
<b>1</b>	91.1%	88.8%	+2.6%
<b>2</b>	84.7%	81.3%	+4.2%
<b>3</b>	87.7%	84.0%	+4.3%
<b>7</b>	92.8%	90.0%	+3.2%
<b>IRT East</b>	<b>88.7%</b>	<b>82.8%</b>	<b>+7.1%</b>
<b>4</b>	86.2%	82.3%	+4.8%
<b>5</b>	82.7%	80.2%	+3.1%
<b>6</b>	89.9%	85.3%	+5.4%
<b>S</b> 42nd St.	93.9%	N/A	N/A
<b>B Division</b>	<b>88.9%</b>	<b>86.9%</b>	<b>+2.2%</b>
<b>BMT</b>	<b>90.3%</b>	<b>87.4%</b>	<b>+3.4%</b>
<b>B</b>	87.4%	86.6%	+0.9%
<b>O</b>	90.1%	89.7%	+0.5%
<b>S</b> Fkln	98.2%	N/A	N/A
<b>D</b>	88.1%	85.8%	+2.7%
<b>N</b>	89.3%	86.3%	+3.4%
<b>W</b>	91.3%	88.6%	+3.1%
<b>IND/BMT</b>	<b>89.5%</b>	<b>88.1%</b>	<b>+1.5%</b>
<b>A</b>	83.6%	83.5%	+0.1%
<b>S</b> Rock	91.4%	N/A	N/A
<b>C</b>	86.4%	85.6%	+1.0%
<b>J Z</b>	92.6%	89.9%	+3.0%
<b>M</b>	91.5%	90.1%	+1.6%
<b>L</b>	93.1%	90.8%	+2.5%
<b>IND</b>	<b>86.7%</b>	<b>85.5%</b>	<b>+1.4%</b>
<b>E</b>	87.7%	86.5%	+1.3%
<b>F</b>	84.5%	82.7%	+2.2%
<b>V</b>	84.8%	85.2%	-0.5%
<b>G</b>	89.4%	87.9%	+1.7%
<b>R</b>	87.0%	85.3%	+2.0%
<b>Systemwide</b>	<b>88.9%</b>	<b>86.3%</b>	<b>+3.0%</b>

**Note:** \* Data collection for the 42 Street shuttle began in November 2008. For the Rockaway Park and Franklin Avenue Shuttles, it began in January 2009. As a result, the 12-month averages shown for the current and prior periods are not strictly comparable for the Systemwide, Division and relevant Group averages. If the averages were calculated excluding the Shuttle results in both periods, the % Change between the two periods would be as follows: IRT East, +4.1%; A Division, +3.4%; BMT, +2.1%; IND/BMT, +1.3%; B Division, +1.6%; Systemwide, +2.2%.

## Subway Mean Distance Between Failures



### Definition

Subway Mean Distance Between Failures (MDBF) is the primary measure of subway car fleet reliability and is calculated as revenue car miles divided by the number of delay incidents attributed to car-related causes.

### Monthly Results

Oct 2009: 173,800

Oct 2008: 138,127

Oct 2007: 133,689

### 12-Month Average

Nov 08-Oct 09: 145,170

Nov 07-Oct 08: 137,332

Nov 08-Oct 07: 149,940

### Annual Results

2009 Goal: 145,000

2008 Actual: 134,795

2007 Actual: 149,646

### Discussion of Results

MDBF in October 2009 increased 25.8% from October 2008. Over the past year, the MDBF 12-month average increased 5.7%. With the acceptance of new R160 cars and the retirement of older subway cars (R32 and R42) it is expected that MDBF will increase.

**Chart 13**

# Car Reliability

## Mean Distance Between Failure (Miles)

Car Class	#s of Cars	Monthly MDBF			12 Month Average MDBF		
		Oct. '09	Oct. '08	% Change	Oct. '09	Oct. '08	% Change
R32	240	92,476	93,563	-1.16%	53,968	91,642	-41.11%
R38	0	NA	61,791	NA	NA	86,671	NA
R40	0	NA	336,946	NA	NA	139,469	NA
R42	146	77,410	124,119	-37.63%	75,797	86,602	-12.48%
R44	272	96,979	128,986	-24.81%	109,369	107,585	1.66%
R46	752	83,637	71,168	17.52%	88,742	106,515	-16.69%
R62	315	197,315	266,107	-25.85%	135,851	138,518	-1.93%
R62A	824	146,322	136,949	6.84%	132,660	133,975	-0.98%
R68	425	194,352	146,760	32.43%	197,003	194,497	1.29%
R68A	200	171,960	181,635	-5.33%	211,440	216,011	-2.12%
R142	1,030	228,591	274,574	-16.75%	228,813	226,572	0.99%
R142A	600	203,525	114,137	78.32%	134,810	134,288	0.39%
R143	212	141,847	366,461	-61.29%	192,598	213,486	-9.78%
R160	1,250	797,803	364,943	118.61%	629,747	292,063	115.62%
Fleet	6,266	173,800	138,127	25.83%	145,170	137,332	5.71%

\*N/A – R38 car class retired in March 2009

\*N/A – R40 car class retired in August 2009

**Chart 14**

## Car Reliability

### Mean Distance Between Failures By Line (Miles)

Line	Fleet <sup>1</sup>	Monthly MDBF			12-Month Average MDBF		
		October 2009	October 2008	% Change	October 2009	October 2008	% Change
<b>1</b>	R62A	105,147	95,297	+10.3	112,080	116,571	-3.9
<b>2</b>	R142	268,065	423,220	-36.7	222,541	235,864	-5.6
<b>3</b>	R62	197,316	437,619	-54.9	133,731	152,300	-12.2
<b>7</b>	R62A	269,672	342,489	21.3	184,814	171,139	+8.0
<b>IRT West</b>		182,652	213,555	-14.5	155,002	160,897	-3.7
<b>4</b>	R142(66%);R142A(34%)	151,062	117,134	+29.0	171,675	191,113	-10.2
<b>5</b>	R142	174,460	716,727	-75.7	282,149	211,419	+33.5
<b>6</b>	R142A	414,789	110,192	+276.4	135,783	122,731	+10.6
<b>S 42 St</b>	R62A	24,017	11,963	+100.8	17,666	30,845	-42.7
<b>IRT East</b>		199,412	137,538	+45.0	166,758	159,843	+4.3
<b>B</b>	R68(56%);R68A(44%)	373,435	143,961	+159.4	176,406	141,245	+24.9
<b>Q</b>	R160(50%);R68A(50%)	564,662	281,937	+100.3	461,293	258,650	+78.3
<b>S Fkln</b>	R68	19,132	19,613	-2.5	37,611	76,765	-51.0
<b>D</b>	R68	161,156	151,362	+6.5	211,423	224,478	-5.8
<b>N</b>	R160	530,728	1,266,362	-58.1	565,384	278,818	+102.8
<b>W</b>	R160	225,224	57,155	+294.1	276,631	96,297	+187.3
<b>BMT</b>		277,476	198,888	+39.5	284,970	203,164	+40.3
<b>A</b>	R44(65%);R46(29%) <sup>2</sup>	104,030	123,604	-15.8	100,313	112,356	-10.7
<b>S Rock</b>	R44	40,553	59,918	-32.3	53,534	100,751	-46.9
<b>C</b>	R32	103,538	63,538	+63.1	46,436	66,032	-29.7
<b>J/Z</b>	R160(74%);R42(26%)	406,970	862,615	-52.8	433,179	108,296	+300.0
<b>M</b>	R160	450,821	230,838	+95.3	578,448	128,445	+350.3
<b>L</b>	R143(79%);R160(21%)	135,522	430,038	-68.5	211,510	206,871	+2.2
<b>IND/BMT</b>		135,049	148,055	-8.8	113,055	109,820	+2.9
<b>E</b>	R160	604,302	142,714	+323.4	140,092	117,240	+19.5
<b>F</b>	R46(59%);R160(41%)	288,546	97,373	+134.7	134,350	119,892	+12.1
<b>V</b>	R42(75%);R32(14%) <sup>3</sup>	63,398	43,550	+45.6	61,979	72,648	-14.7
<b>G</b>	R46	32,027	31,437	+1.9	58,386	68,189	-14.4
<b>R</b>	R46	111,329	61,960	+79.7	80,255	83,076	-3.4
<b>IND</b>		133,337	80,080	+66.5	102,591	101,301	+1.3
<b>System</b>		173,800	138,127	+25.8	145,170	137,332	+5.7

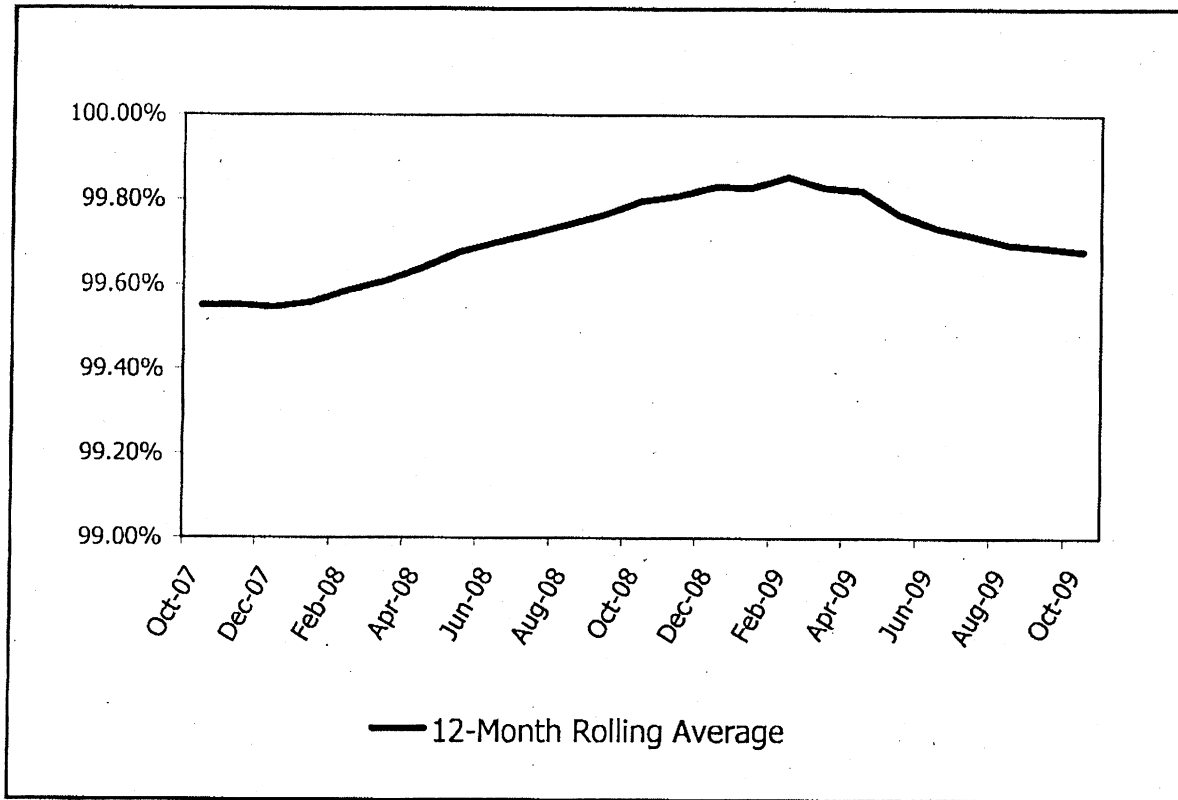
1 Car assignments as of October 1, 2009

2 Other cars assigned to **A**: R32(6%)

3 Other cars assigned to **V**: R46(11%)

Chart 15

## Bus AM Weekday Pullout Performance



### Definition

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

### Monthly Results

October 2009: 99.87%  
 October 2008: 99.95%  
 October 2007: 99.61%

### 12-Month Average

Nov 08-Oct 09: 99.68%  
 Nov 07-Oct 08: 99.80%  
 Nov 06-Oct 07: 99.55%

### Annual Results

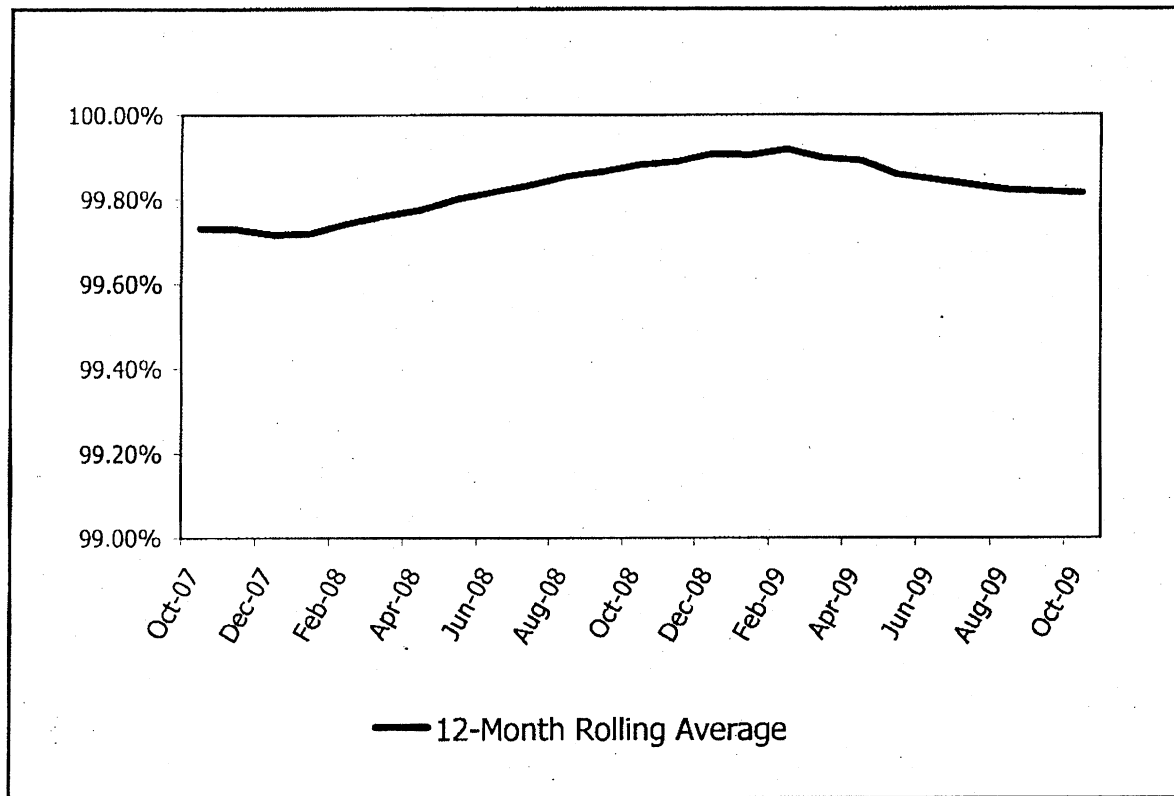
2009 Goal: 99.85%  
 2008 Actual: 99.83%  
 2007 Actual: 99.55%

### Discussion of Results

In October, both the monthly indicator and the 12-Month average show a slight decline from the operating performance in the same period last year.

Chart 16

## Bus PM Weekday Pullout Performance



### Definition

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

### Monthly Results

October 2009: 99.94%  
 October 2008: 99.97%  
 October 2007: 99.81%

### 12-Month Average

Nov 08-Oct 09: 99.81%  
 Nov 07-Oct 08: 99.88%  
 Nov 06-Oct 07: 99.73%

### Annual Results

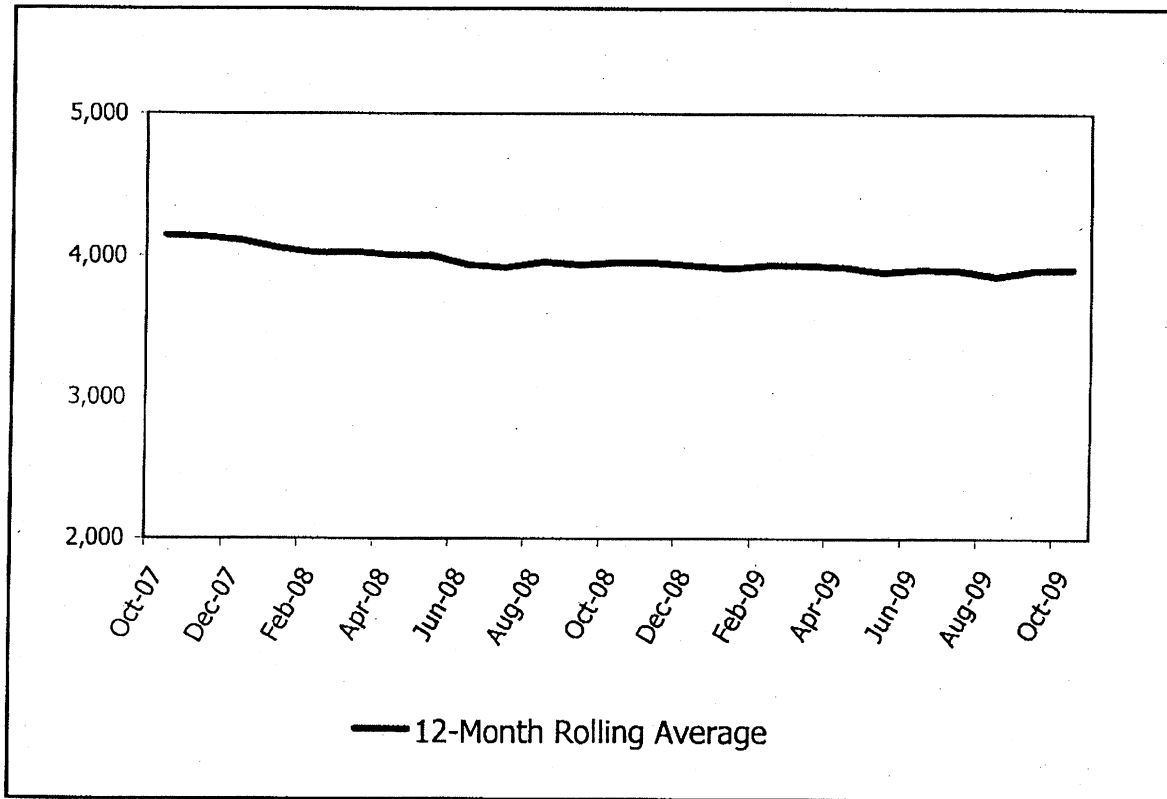
2009 Goal: 99.85%  
 2008 Actual: 99.91%  
 2007 Actual: 99.72%

### Discussion of Results

In October, both the monthly indicator and the 12-Month average show a slight decline from the operating performance in the same period last year.

Chart 17

## 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

October 2009: 4,221

October 2008: 4,129

October 2007: 3,904

### 12-Month Average

Nov 08-Oct 09: 3,910

Nov 07-Oct 08: 3,959

Nov 06-Oct 07: 4,144

### Annual Results

2009 Goal: 3,957

2008 Actual: 3,933

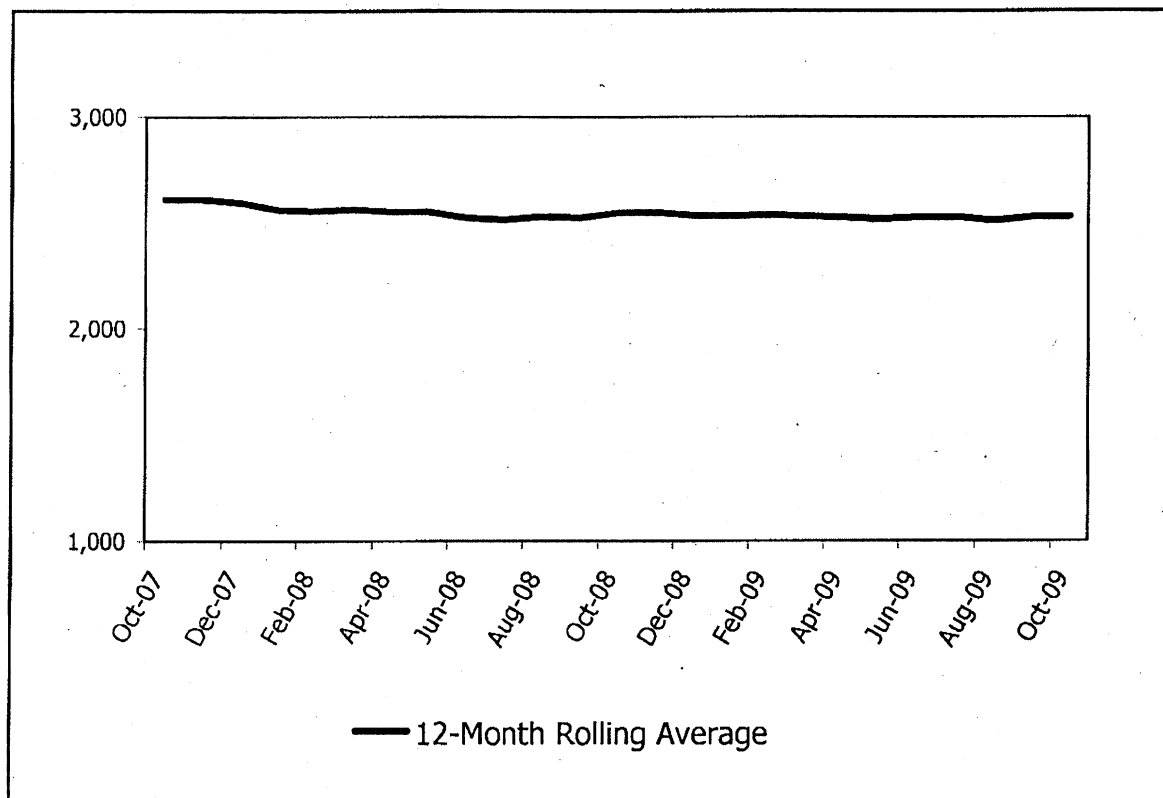
2007 Actual: 4,109

### Discussion of Results

In October, performance increased by 92 miles (2.2%) as compared to October '08. The 12-Month average decreased by 49 miles (1.2%) as compared to the same period last year. October MDBF @ 4,221 is the best October monthly performance that the Department of Buses has achieved.

**Chart 18**

## 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.

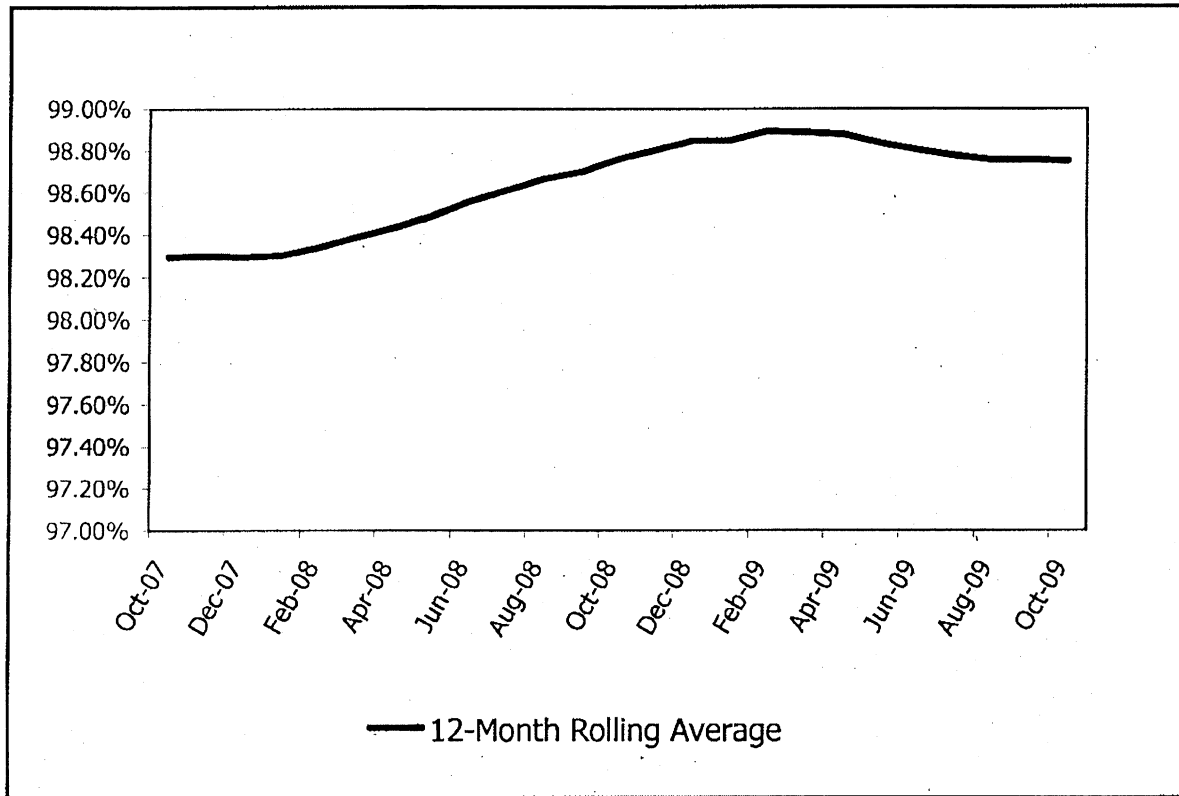
Monthly Results	12-Month Average	Annual Results
October 2009: 2,713	Nov 08-Oct 09: 2,534	2009 Goal: 2,556
October 2008: 2,681	Nov 07-Oct 08 2,549	2008 Actual: 2,538
October 2007: 2,434	Nov 06-Oct 07 2,612	2007 Actual: 2,596

### Discussion of Results

In October, performance increased by 32 miles (1.2%) from October '08. The 12-Month average increased by 15 miles (0.6%) as compared to the same period last year.

**Chart 19**

## Bus Percentage of Completed Trips



### Definition

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

Monthly Results		12-Month Average		Annual Results	
October 2009:	98.93%	Nov 08-Oct 09:	98.75%	2009 Goal:	*N/A
October 2008:	98.98%	Nov 07-Oct 08	98.76%	2008 Actual:	98.85%
October 2007:	98.29%	Nov 06-Oct 07	98.30%	2007 Actual:	98.30%

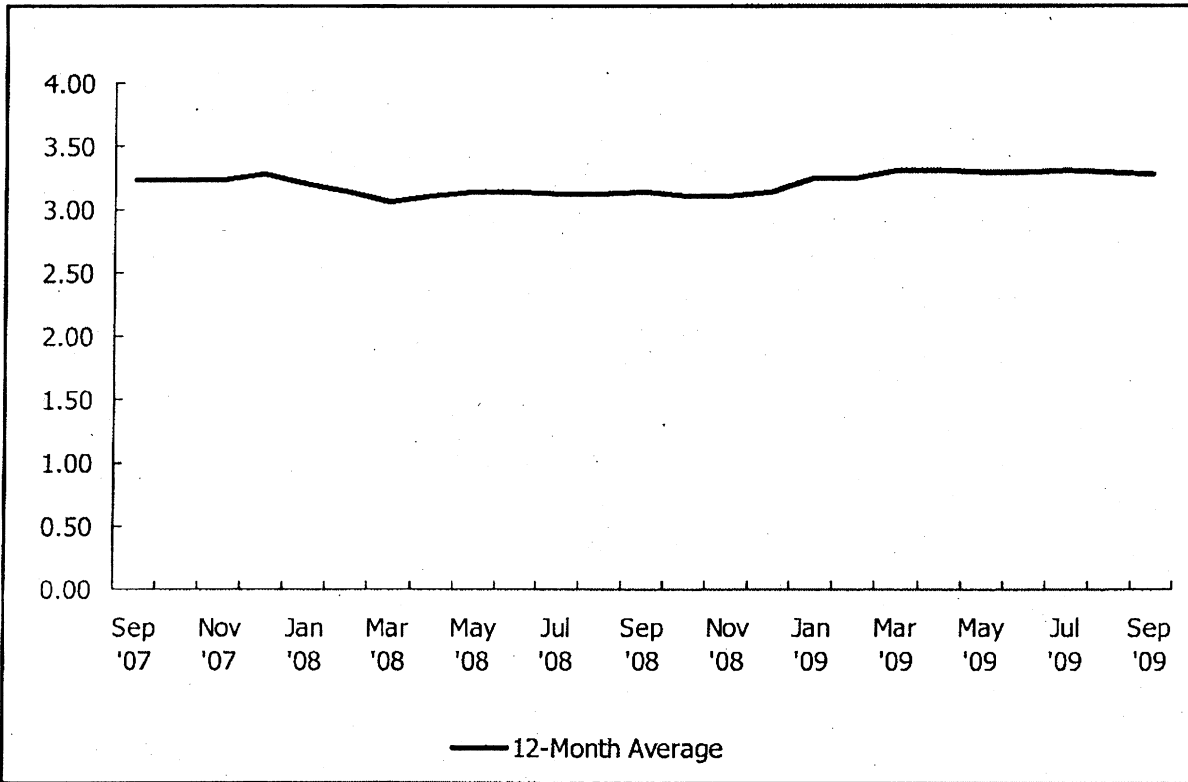
### Discussion of Results

In October, both the monthly indicator and 12-Month average decreased slightly as compared to the same period last year.

\*The annual goal of 99.40% is for a related measure: trips completed prior to service adjustments.

**Chart 20**

## Subway Customer Accidents/Million Customers



### Definition

Any claimed accident to a subway customer within/on transit property. Does not include crime/assault statistics.

### Monthly Results

Sep 2009: 2.76

Sep 2008: 2.92

Sep 2007: 2.74

### 12-Month Average

Oct 08 - Sep 09: 3.28

Oct 07 - Sep 08: 3.14

Oct 06 - Sep 07: 3.24

### Annual Results

2009 YTD: 3.32

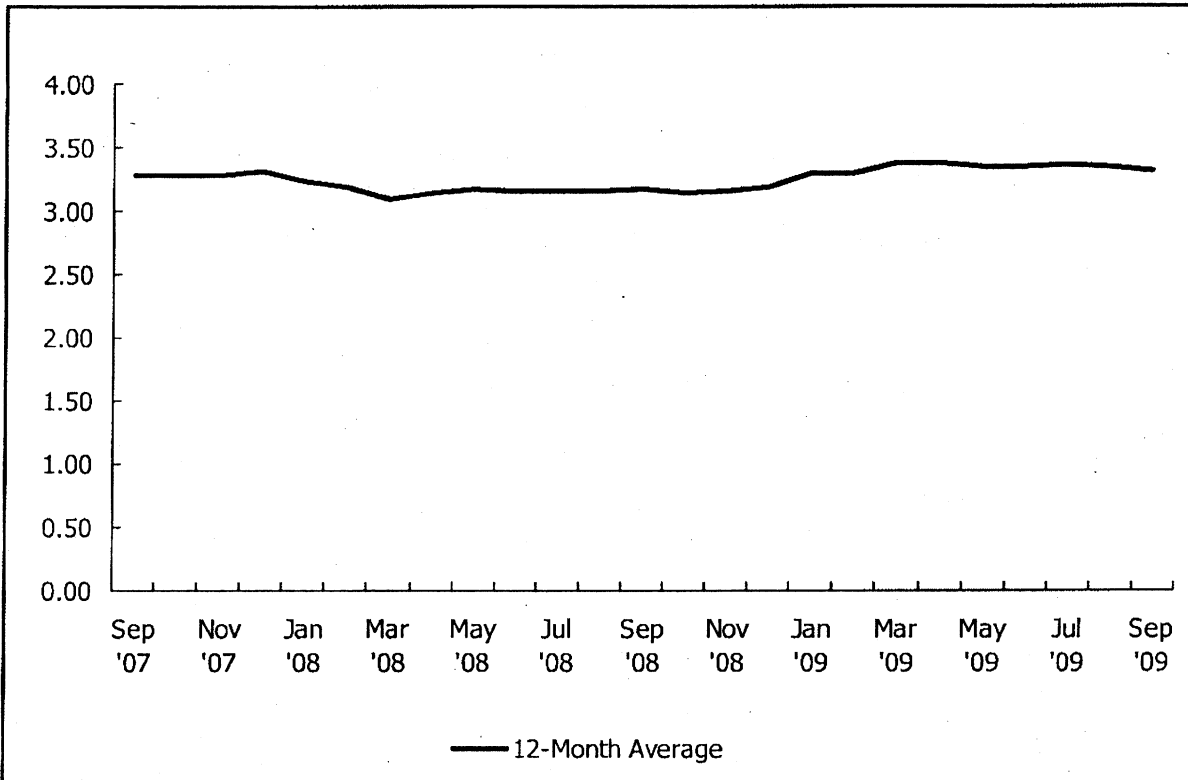
2008 Actual: 3.14

2007 Actual: 3.28

**Discussion of Results:** Rolling Subway Customer Accident Rate increased by 4.5% for September 2009 compared to September 2008.

**Chart 21**

## Subway Customer Injuries/Million Customers



### Definition

Any claimed physical damage or harm to a subway customer as a result of an incident within/on transit property. Does not include crime/assault statistics.

### Monthly Results

Sep 2009: 2.77

Sep 2008: 3.03

Sep 2007: 2.78

### 12-Month Average

Oct 08 - Sep 09: 3.32

Oct 07 - Sep 08: 3.17

Oct 06 - Sep 07: 3.28

### Annual Results

2009 YTD: 3.36

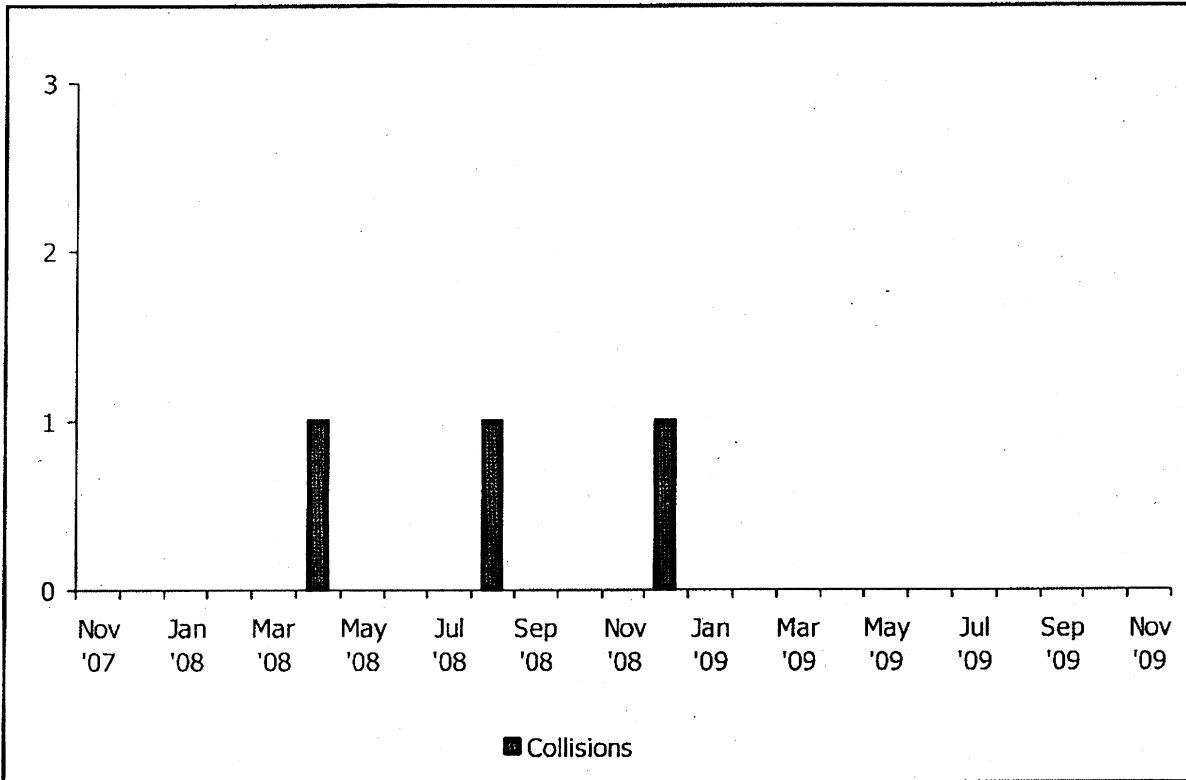
2008 Actual: 3.18

2007 Actual: 3.32

**Discussion of Results:** Rolling Subway Customer Injury Rate increased by 4.7% for September 2009 compared to September 2008.

Chart 22

## Subway Collisions



### Definition

An accident involving undesired/unplanned contact between single cars; two or more passenger trains (light and/or in revenue service); between a light/revenue train and a work train; between two work trains; between rolling stock and bumper blocks/tie bumpers; etc.

### Monthly Results

Nov 2009: 0

Nov 2008: 0

Nov 2007: 0

### 12-Month Total

Dec 08 - Nov 09: 1

Dec 07 - Nov 08: 2

Dec 06 - Nov 07: 0

### Annual Results

2009 YTD: 0

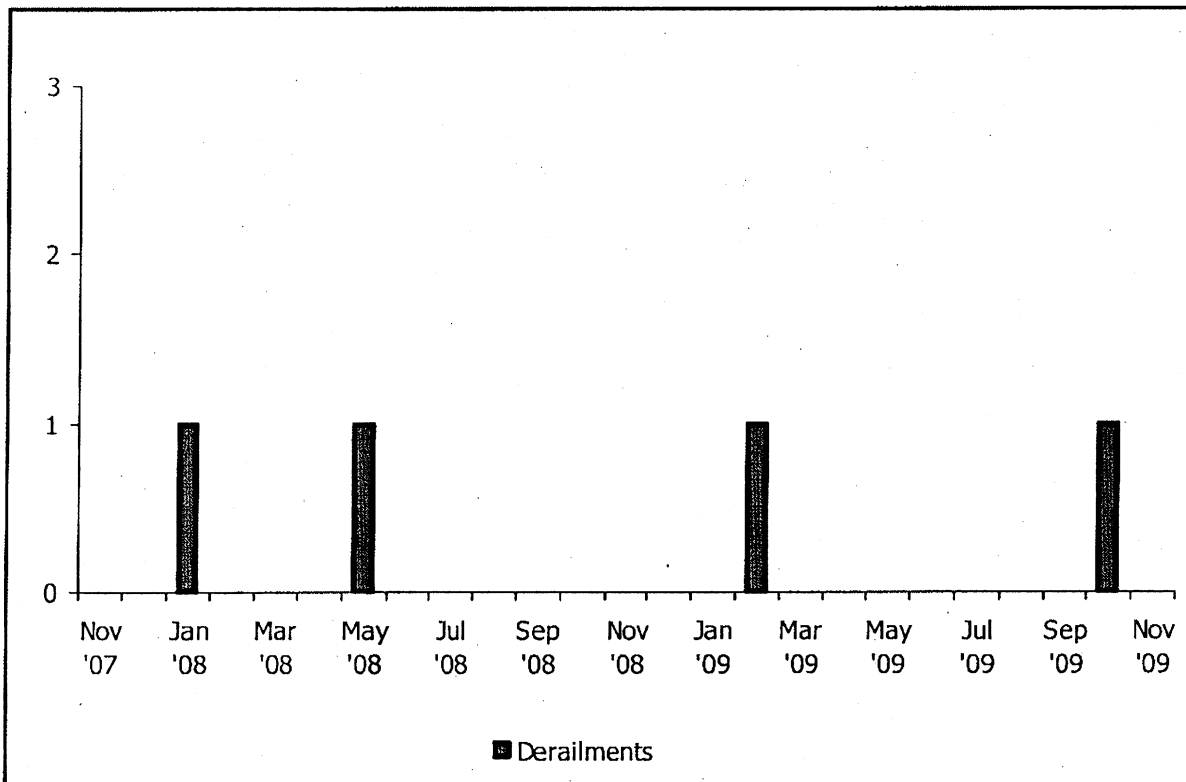
2008 Actual: 3

2007 Actual: 0

**Discussion of Results:** 12-Month Total provided, instead of Average, as a by-event count is more applicable for this item.

**Chart 23**

## Subway Derailments



### Definition

An incident in which one or more wheels of a truck/axle of a train lose their normal relationship with the head of the running rail.

### Monthly Results

Nov 2009: 0

Nov 2008: 0

Nov 2007: 0

### 12-Month Total

Dec 08 - Nov 09: 2

Dec 07 - Nov 08: 2

Dec 06 - Nov 07: 0

### Annual Results

2009 YTD: 2

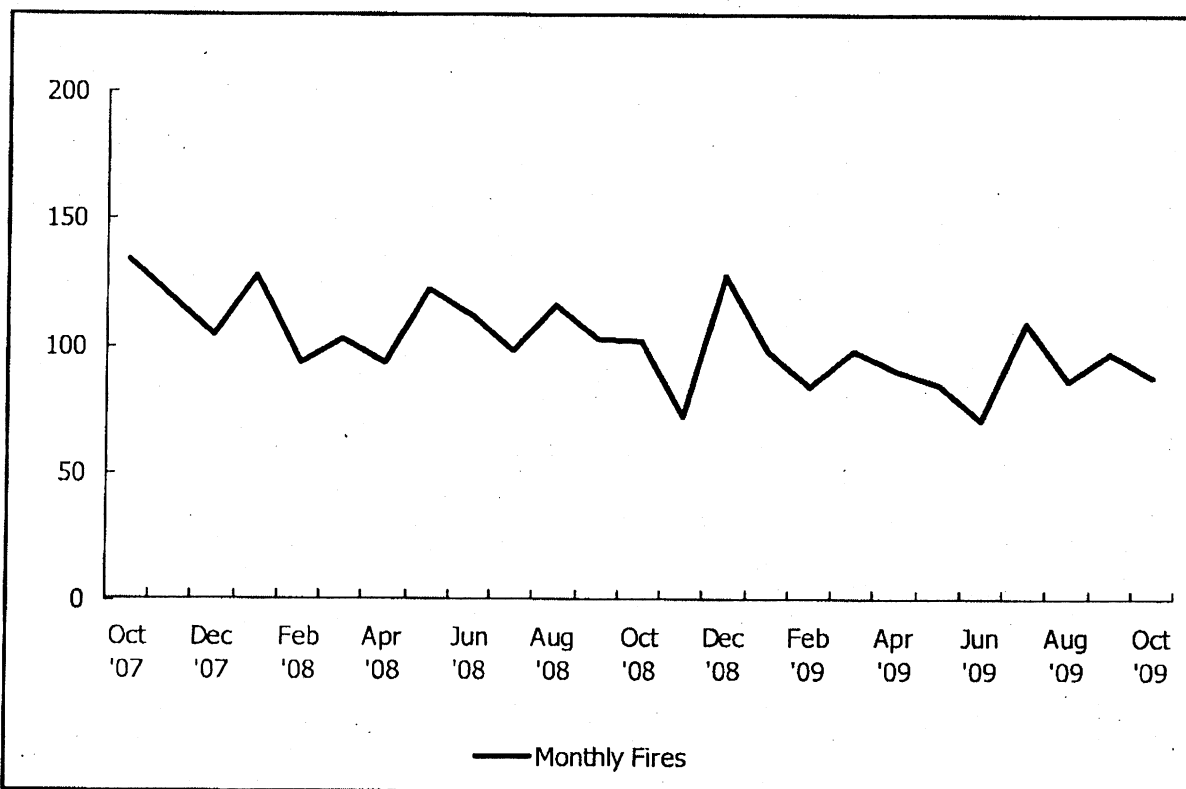
2008 Actual: 2

2007 Actual: 0

**Discussion of Results:** 12-Month Total provided, instead of Average, as a by-event count is more applicable for this item.

**Chart 24**

## Subway Fires



### Definition

Any report of fire or smoke requiring use of some type of extinguishing equipment in order to prevent possible property damage, personal injury, or train delay.

### Monthly Results

Oct 2009: 88  
Oct 2008: 102  
Oct 2007: 134

### 12-Month Total

Nov 08 - Oct 09: 1,106  
Nov 07 - Oct 08: 1,293  
Nov 06 - Oct 07: 1,440

### Annual Results

2009 YTD: 906  
2008 Actual: 1,270  
2007 Actual: 1,465

### Discussion of Results:

Fires for the month of October 2009 were down 13.7% (14 Fires) compared to October 2008. Fires were down 14.5% for the 12-Month Total Average through October 2009 vs. October 2008.

# Subway Fires

Fire severity is classified as follows:

<b>Severity</b>	<b>Criteria</b>
Low	No disruption to service No damage to NYC Transit property No reported injuries No discharge/evacuation of passengers Fire self-extinguished or extinguished without Fire Department
Average	Delays to service 15 minutes or less Minor damage to NYC Transit property (no structural damage) No reported injuries/fatalities due to fire/smoke Discharge of passengers in station Minor residual smoke present (haze)
Above Average	Delays to service greater than 15 minutes Moderate to heavy damage to NYC Transit property Four or less injuries due to fire/smoke Discharge of train or transfer of passengers to another train (not in station) Station/platform/train filled with smoke
High	Major delays in service (over one hour) Major structural damage Five or more reported injuries or one or more fatalities Evacuation of passengers to benchwall or roadbed Mass evacuation of more than one train

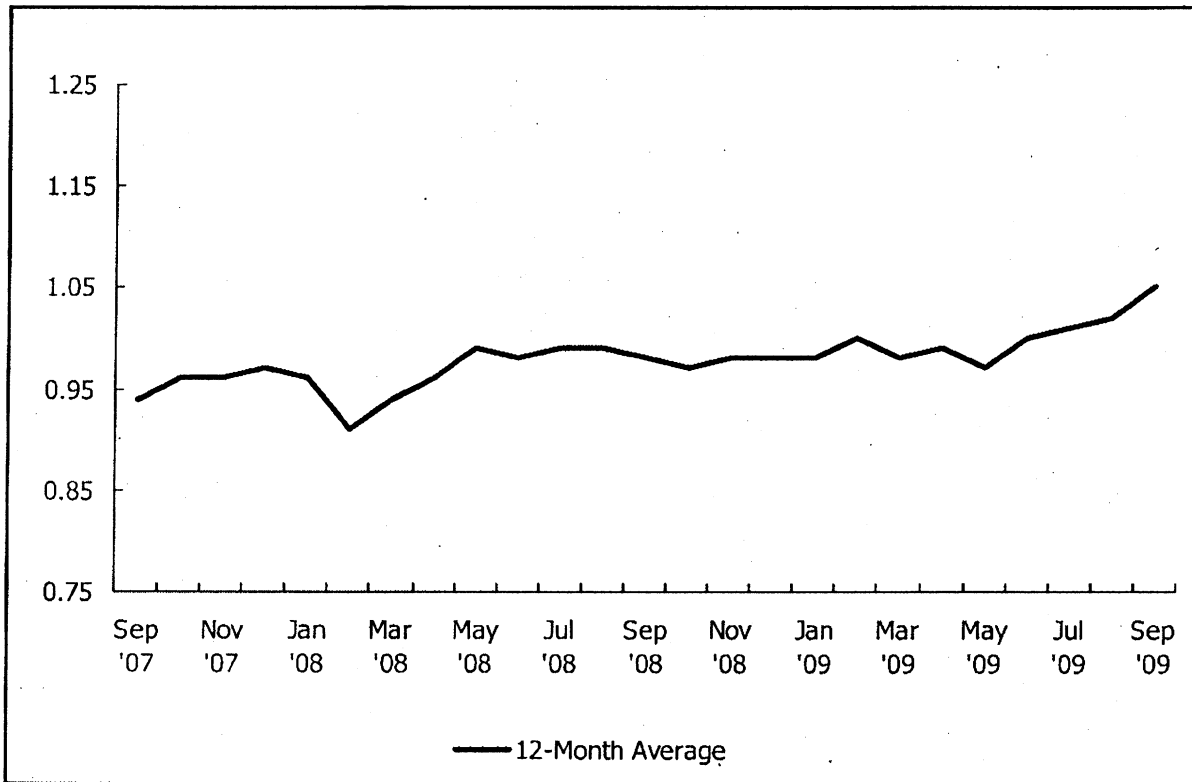
Severity of fires during the current month were as follows:

Low:	79.5%
Average:	19.3%
Above Average:	1.1%
High	0.0%

Location of fires during the current month were as follows:

Train:	18
Right-of-way:	47
Station:	20
Other:	3
Total:	88

## Bus 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

Sep 2009: 1.03

Sep 2008: 0.74

Sep 2007: 0.84

### 12-Month Average

Oct 08 – Sep 09: 1.05

Oct 07 – Sep 08: 0.98

Oct 06 – Sep 07: 0.94

### Annual Results

2009 YTD: 1.02

2008 Actual: 0.98

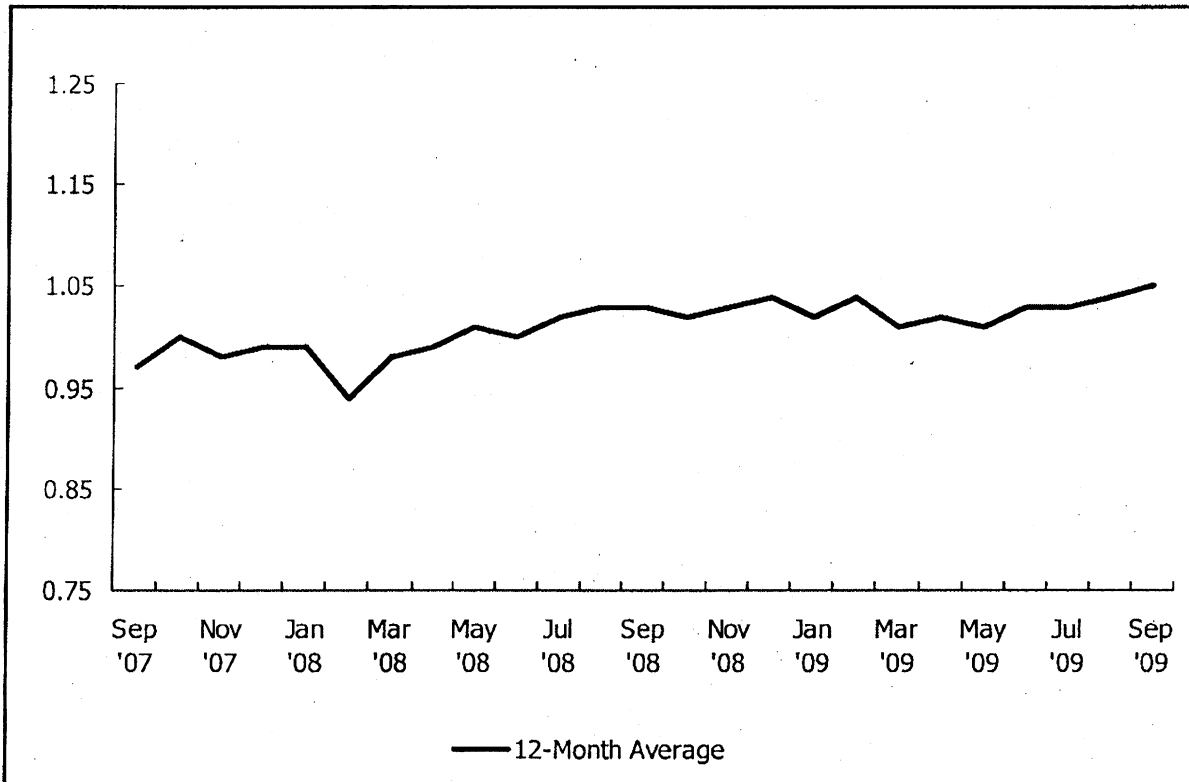
2007 Actual: 0.97

### Discussion of Results:

Customer Accident Rate is up by 7.1% through Sep '09 versus through Sep '08.

**Chart 27**

## Bus 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

Sep 2009: 1.00

Sep 2008: 0.85

Sep 2007: 0.79

### 12-Month Average

Oct 08 – Sep 09: 1.05

Oct 07 – Sep 08: 1.03

Oct 06 – Sep 07: 0.97

### Annual Results

2009 YTD: 1.06

2008 Actual: 1.04

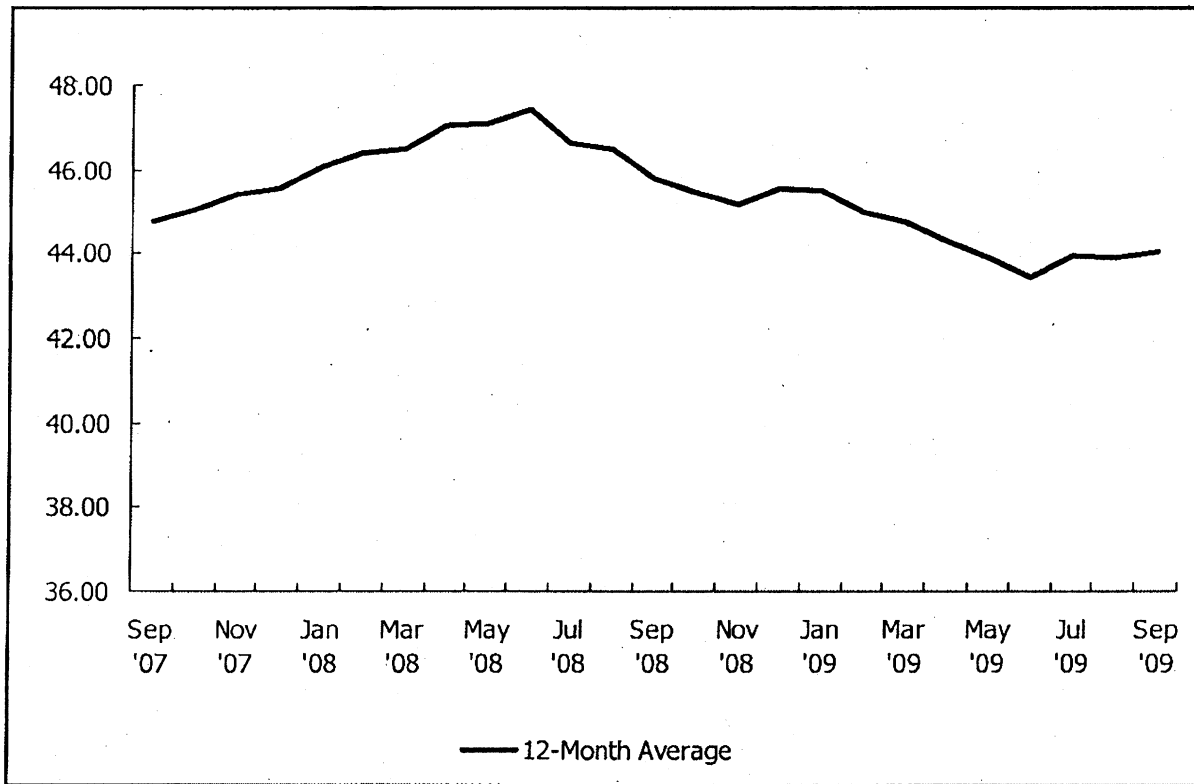
2007 Actual: 0.99

### Discussion of Results:

Customer Accident Injury Rate is up 1.9% through Sep '09 versus through Sep '08.

Chart 28

## Bus 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

Sep 2009: 44.55

Sep 2008: 43.27

Sep 2007: 52.40

### 12-Month Average

Oct 08 – Sep 09: 44.04

Oct 07 – Sep 08: 45.79

Oct 06 – Sep 07: 44.76

### Annual Results

2009 YTD: 42.97

2008 Actual: 45.58

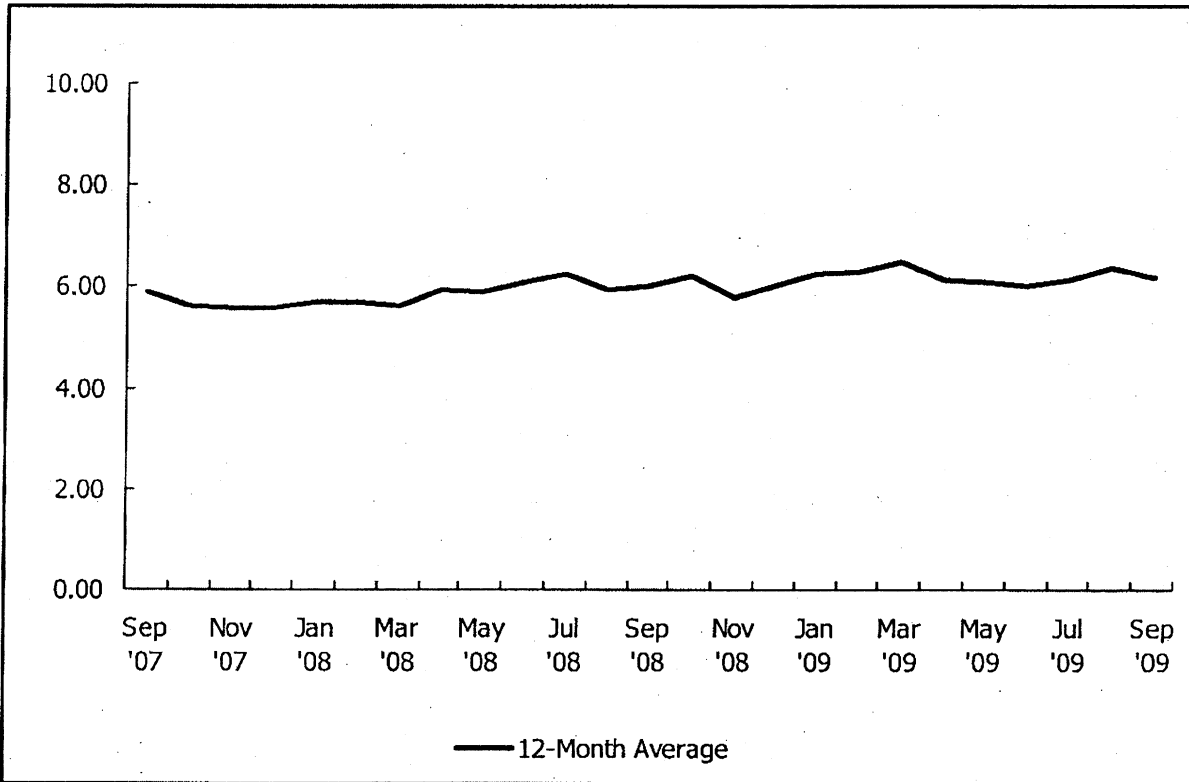
2007 Actual: 45.54

### Discussion of Results:

Collision Rate is down by 3.8% through Sep '09 versus through Sep '08.

Chart 29

## 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

Sep 2009: 4.00

Sep 2008: 6.18

Sep 2007: 5.19

### 12-Month Average

Oct 08 – Sep 09: 6.19

Oct 07 – Sep 08: 6.00

Oct 06 – Sep 07: 5.88

### Annual Results

2009 YTD: 6.02

2008 Actual: 6.03

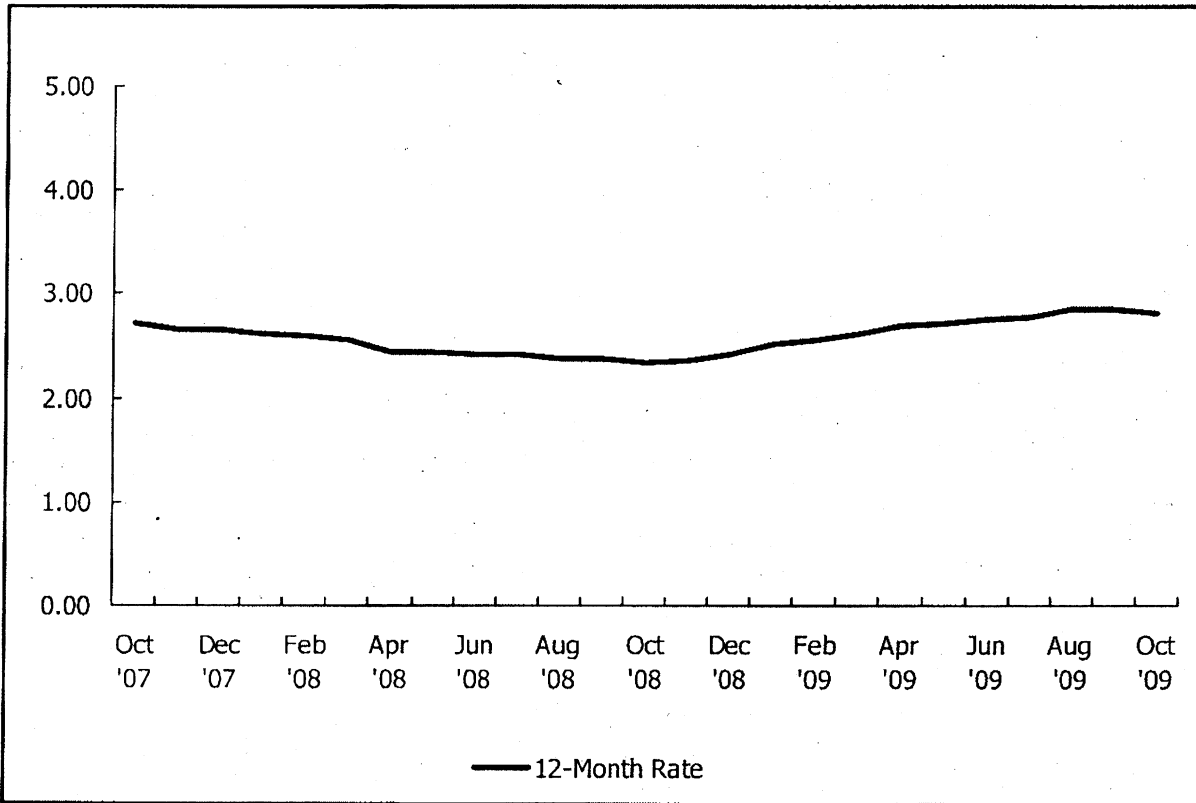
2007 Actual: 5.59

### Discussion of Results:

Collision Injury rate is up by 3.2% through Sep '09 versus through Sep '08.

Chart 30

## 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 as determined by the Law Department.

### Monthly Results

Oct 2009: 2.21

Oct 2008: 2.50

Oct 2007: 2.95

### 12-Month Average

Nov 08 – Oct 09: 2.82

Nov 07 – Oct 08: 2.35

Nov 06 – Oct 07: 2.71

### Annual Results

2009 Goal: 2.26

2008 Actual: 2.42

2007 Actual: 2.66

**Discussion of Results:** Overall accident rate is up 20.0% in the 12-month period ending Oct '09 vs. the 12-month period ending Oct '08.

**Chart 31**



Police Department  
City of New York

REPORT

CRIME STATISTICS NOVEMBER

	2009	2008	Diff	% Change
MURDER	1	0	1	***.***%
RAPE	1	0	1	***.***%
ROBBERY	72	82	-10	-12.2%
FELASSAULT	9	15	-6	-40.0%
BURGLARY	0	0	0	0.0%
GRLARCENY	102	104	-2	-1.9%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>185</u></b>	<b><u>201</u></b>	<b><u>-16</u></b>	<b><u>-8.0%</u></b>

*During November the daily Robbery average decreased from 2.7 to 2.4*

*During November the daily Major Felony average decreased from 6.7 to 6.2*

CRIME STATISTICS JANUARY THRU NOVEMBER

	2009	2008	Diff	% Change
MURDER	2	2	0	0.0%
RAPE	2	2	0	0.0%
ROBBERY	642	718	-76	-10.6%
FELASSAULT	140	165	-25	-15.2%
BURGLARY	1	5	-4	-80.0%
GRLARCENY	1032	1194	-162	-13.6%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>1819</u></b>	<b><u>2086</u></b>	<b><u>-267</u></b>	<b><u>-12.8%</u></b>

*Year to date, the daily Robbery average decreased from 2.1 to 1.9*

*Year to date, the daily Major Felony average decreased from 6.2 to 5.4*

**FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION**



Police Department  
City of New York

REPORT

NOVEMBER ACTIVITY

	2009	2008	Diff	% Change
TotalArrest	3362	3061	300	9.8%
TosArrest	1558	1326	231	17.5%
Summ	9853	10366	-513	-4.9%
Ejection	2820	3165	-345	-10.9%

JANUARY - NOVEMBER ACTIVITY

	2009	2008	Diff	% Change
TotalArrest	41751	36224	5527	15.3%
TosArrest	18135	15130	3004	19.9%
Summ	113901	125248	-11347	-9.1%
Ejection	31244	40163	-8919	-22.2%

*FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION*



**Police Department**  
**City of New York**

**REPORT**

	<b>JANUARY - NOVEMBER</b>												
	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>
<b>Murder</b>	4	1	5	2	2	2	4	3	5	2	4	2	2
<b>Rape</b>	2	14	1	5	2	0	3	3	3	3	1	2	2
<b>Robbery</b>	2066	1720	1530	1260	1107	1137	1041	993	1026	899	725	718	642
<b>Assault</b>	455	394	386	327	250	266	237	254	202	176	188	165	140
<b>Burglary</b>	29	15	10	12	41	15	7	6	1	5	2	5	1
<b>GL</b>	3242	2297	2185	2315	2075	1953	1634	1705	1627	1385	1189	1194	1032
<b>TOTAL MAJOR FELONIES</b>	<b>5798</b>	<b>4441</b>	<b>4117</b>	<b>3921</b>	<b>3477</b>	<b>3373</b>	<b>2926</b>	<b>2964</b>	<b>2864</b>	<b>2470</b>	<b>2109</b>	<b>2086</b>	<b>1819</b>
<b>Major Fel Per Day</b>	<b>17.4</b>	<b>13.3</b>	<b>12.3</b>	<b>11.7</b>	<b>10.4</b>	<b>10.1</b>	<b>08.8</b>	<b>08.9</b>	<b>08.6</b>	<b>07.4</b>	<b>06.3</b>	<b>06.2</b>	<b>05.4</b>



## FINANCIAL AND RIDERSHIP REPORT

Preliminary financial results through October 2009 are presented in the table below and compared to the Mid-Year Forecast (forecast).

Category (\$ in millions)	October Results		Year-to-Date October Results			
	Variance Fav/(Unfav)		Forecast	Prel Actual	Variance Fav/(Unfav)	
	\$	%	\$	\$	\$	%
Farebox Rev: Subway	4.4	2.2	1,831.8	1,853.1	21.3	1.2
Bus	(0.6)	(0.9)	688.0	684.6	(3.3)	(0.5)
Paratransit	(0.1)	(4.4)	11.9	11.7	(0.2)	(1.4)
Fare Media Liability	0.0	0.0	40.0	47.0	7.0	17.5
Total Farebox Revenue	3.7	1.3	2,571.7	2,596.4	24.8	1.0
Other Operating Revenue	(0.9)	(4.0)	221.5	221.0	(0.5)	(0.2)
Capital & Other Reimbursements	0.7	0.9	776.2	791.8	15.6	2.0
<b>Total Revenue</b>	<b>3.5</b>	<b>0.9</b>	<b>3,569.3</b>	<b>3,609.2</b>	<b>39.9</b>	<b>1.1</b>
Nonreimb. Exp. before Dep./OPEB	2.0	0.4	5,135.5	5,088.0	47.5	0.9
Depreciation	3.2	3.0	1,029.9	1,020.1	9.7	0.9
Other Post-Employment Benefits	0.0	0.0	792.5	807.0	(14.5)	(1.8)
Environmental Remediation	0.0	0.0	0.0	1.8	(1.8)	(100.0)
Subtotal Nonreimbursable Expenses	5.1	0.9	6,957.9	6,916.9	41.0	0.6
Capital & Other Expenses	(0.7)	(0.9)	776.2	791.8	(15.6)	(2.0)
<b>Total Expenses</b>	<b>4.4</b>	<b>0.7</b>	<b>7,734.1</b>	<b>7,708.7</b>	<b>25.4</b>	<b>0.3</b>
<b>Net Surplus/(Deficit)*</b>	<b>7.9</b>	<b>3.1</b>	<b>(4,164.8)</b>	<b>(4,099.5)</b>	<b>65.3</b>	<b>1.6</b>
Depreciation/OPEB/Other Cash Adjust.	13.9	3,020.5	2,079.1	2,178.3	99.2	4.8
<b>Net Cash Deficit*</b>	<b>21.8</b>	<b>8.4</b>	<b>(2,085.6)</b>	<b>(1,921.2)</b>	<b>164.4</b>	<b>7.9</b>

\*Excludes Subsidies and Debt Service Totals may not add due to rounding.

Farebox revenue was \$2,596.4 million year-to-date, above the forecast by \$24.8 million (1.0 percent). Subways was over by \$21.3 million (1.2 percent) and non-cash fare media liability by \$7.0 million (17.5 percent), partly offset by buses, under by \$3.3 million (0.5 percent) and paratransit, under by \$0.2 million (1.4 percent). The subways overrun was due at least in part to lower-than-forecasted job losses.

Nonreimbursable expenses before depreciation, OPEB and environmental remediation were under the forecast year-to-date by \$47.5 million (0.9 percent). Labor underran by \$16.0 million (0.4 percent), mainly due to reduced fringe benefit charges, increased overhead credits (rate increase) and vacancies, partly offset by higher average payroll rates. Non-labor expenses were under by \$31.5 million (2.5 percent), primarily due to reduced energy charges, delayed material purchases and station painting underruns.

The net cash deficit was \$1,921.2 million, under the forecast by \$164.4 million (7.9 percent).

Average weekday ridership in October 2009 was 7.8 million, a decrease of 1.0 percent from October 2008, mainly due to the declining economy and the June 2009 fare increase, partly offset by favorable weather and calendar differences. Average weekday ridership for the twelve months ending October 2009 decreased 2.3 percent from the prior twelve months.

Category (in thousands)	Average Weekday Ridership			
	October 2009	% Fav/(Unf) vs 2008	12-Mo Rolling Avg	% Fav/(Unf) vs 2008
Subway	5,307	(1.1%)	5,096	(2.4%)
Local Bus	2,398	(1.0%)	2,281	(2.1%)
Express Bus	45	(5.2%)	44	(3.2%)
Paratransit	29	16.0%	27	19.8%
<b>Total</b>	<b>7,779</b>	<b>(1.0%)</b>	<b>7,448</b>	<b>(2.3%)</b>

## FINANCIAL RESULTS

### Farebox Revenue

- October 2009 preliminary total farebox revenue of \$288.7 million was \$3.7 million (1.3 percent) above the forecast, due mostly to higher-than-forecasted subway ridership resulting at least in part from lower-than-anticipated job losses. Subway revenue was \$4.4 million (2.2 percent) above the forecast, bus revenue was \$0.6 million (0.9 percent) below the forecast, and paratransit was \$64,000 (4.4 percent) below the forecast.

#### October 2009 Farebox Revenue - (\$ in millions)

	Forecast	Preliminary Actual	Favorable/(Unfavorable)	
			Amount	Percent
Subway	203.6	208.0	4.4	2.2%
Bus	75.9	75.3	(0.6)	(0.9%)
Paratransit	1.4	1.4	(0.1)	(4.4%)
Subtotal	281.0	284.7	3.7	1.3%
Fare Media Liability	4.0	4.0	0.0	0.0%
Total	285.0	288.7	3.7	1.3%

- October year-to-date revenue was \$24.8 million (1.0 percent) above the forecast, due mostly to higher-than-forecasted subway ridership. Subway revenue was \$21.3 million (1.2 percent) above the forecast, bus revenue was \$3.3 million (0.5 percent) below the forecast, and paratransit revenue was \$0.2 million (1.4 percent) below the forecast. Fare media liability (i.e., unused value on expired MetroCards) was \$7.0 million (17.5 percent) above the forecast.

### Average Fare

- The October 2009 average non-student fare of \$1.488 increased 14.2¢ from October 2008, due to the June 2009 fare increase. The subway fare increased 15.3¢, the local bus fare increased 11.5¢, and the express bus fare increased 25.6¢.

#### October Non-Student Average Fare - \$

	2008	2009	Change
Subway	1.412	1.565	0.153
Local Bus	1.139	1.254	0.115
Subway & Local Bus	1.331	1.473	0.142
Express Bus	3.937	4.193	0.256
Total	1.346	1.488	0.142

- The October 2009 average fare was 11¢ above the average fare of \$1.38 in October 1996, before MetroCard fare incentives began. In constant 1996 dollars, the October 2009 average fare was \$1.05, 33¢ lower than in 1996.

## Other Operating Revenue

Other operating revenue was under the forecast year-to-date by \$0.5 million (0.2 percent), primarily due to reduced paratransit Urban Taxes and Transit Adjudication Bureau (TAB) revenues, partly offset by the favorable timing of advertising and increased real estate revenues. In October, results were under by \$0.9 million (4.0 percent), mostly due to reduced paratransit Urban Tax and advertising revenues.

## Nonreimbursable Expenses

Nonreimbursable expenses before depreciation, OPEB and environmental remediation were below the forecast year-to-date by \$47.5 million (0.9 percent) and in October, under by \$2.0 million (0.4 percent). The major causes of these variances are reviewed below:

*Labor* was under the forecast year-to-date by \$16.0 million (0.4 percent), mainly due to lower than forecasted health & welfare and Workers' Compensation charges, incremental overhead credits (from un-forecasted rate increases) and vacancies. These underruns were partly offset by higher average payroll rates due to a reduced hiring rate and unfavorable accrual adjustments (timing). The October result was unfavorable by \$2.9 million (0.9 percent), mainly due to a prior period correction of reimbursable expenses and unfavorable accrual adjustments, partly offset by lower than forecasted fringe benefits of \$5.8 million (5.9 percent) and vacancies.

*Non-labor* expenses were favorable to the forecast year-to-date by \$31.5 million (2.5 percent), primarily due to lower than forecasted power and bus fuel prices. Delayed maintenance material purchases, station painting and vehicle purchase underruns, the re-use of subway car components from reefed cars and the timing of expenses also contributed to the underrun. Timing underruns include: facility maintenance & repair services, professional & technical services, uniform purchases, refuse & recycling charges and data processing expenses. Also affecting the underrun were increased scrap and surplus sales. These results were offset in part by the unfavorable timing of HVAC compressor unit purchases, bond service costs, Workers' Compensation Board expenses, paratransit overruns and non-cash inventory adjustments. In October, results were below the forecast by \$4.9 million (3.7 percent), mainly due to power and fuel underruns. Additionally, lower than forecasted charges (in part timing-related) for paratransit (accrual adjustments, scheduling system upgrades), data processing, professional & technical services, increased scrap/surplus sales and non-cash inventory adjustments also impacted the underrun. The unfavorable timing of bond service costs and operating maintenance requirements partly offset these results.

Depreciation expenses were under the forecast by \$9.7 million (0.9 percent) year-to-date and by \$3.2 million (3.0 percent) in October. These results were due to the timing of assets reaching beneficial use.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, NYC Transit recorded \$807.0 million year-to-date, \$14.5 million (1.8 percent) over the forecast, mainly due to a revised estimate.

GASB #49 Environmental Remediation Obligations was adopted by the MTA in 2008. Consistent with its requirements, NYCT recorded \$1.8 million year-to-date.

### **Net Cash Deficit**

The net cash deficit was \$1,921.2 million, \$164.4 million (7.9 percent) under the forecast, primarily due to lower than forecasted expenditures and increased receipts, each in part timing-related.

### **Consolidated Balance Sheet**

See Preliminary Consolidated Balance Sheet attached.

### **Accounts Receivable (see Preliminary Accounts Receivable Note following)**

Accounts receivable were \$373.7 million at the end of October, \$28.6 million (8.3 percent) over the December 2008 balance. Billed receivables were over by \$5.5 million (3.4 percent), with unbilled receivables over by \$23.1 million (12.7 percent).

### **Inventory (see Inventory Note following)**

Inventory at the end of October was \$220.4 million, \$18.8 million (9.3 percent) over the December 2008 balance, in part due to the timing of track receipts.

### **Incumbents**

There were 47,890 full-time paid incumbents at the end of October, 44 more than at the end of September and 750 less than in December 2008 (excluding 120 temporary actives).

## **RIDERSHIP RESULTS**

### **Total Ridership vs. Forecast**

- October 2009 total ridership (subway, bus, and paratransit combined) of 206.6 million was 0.8 percent (1.7 million trips) above the forecast, due to higher-than-forecasted subway ridership partly offset by lower-than-forecasted bus and paratransit ridership.
- October 2009 subway ridership was 1.6 percent (2.3 million trips) above the forecast. Bus ridership was 0.9 percent (0.6 million trips) below the forecast and paratransit ridership was 3.7 percent (29,000 trips) below the forecast.
- October year-to-date total ridership was 0.6 percent (10.9 million trips) above the forecast. Subway ridership was 1.0 percent (12.7 million trips) above the forecast, bus ridership was 0.3 percent (1.7 million trips) below the forecast, and paratransit ridership was 0.4 percent (27,000 trips) below the forecast.

### **Average Weekday Ridership vs. Prior Year**

- Average weekday total ridership was 7.8 million in October 2009, a decrease of 1.0 percent (79,000 trips) from October 2008. The weekday ridership decrease from October 2008 to October 2009 was due to a combination of the declining economy and the June 2009 fare increase, partly offset by better weekday weather in October 2009 than in October 2008 and favorable calendar differences. The second day of Rosh Hashanah and Yom Kippur both fell in October 2008, resulting in two more New York City public school holidays than in October 2009. Average weekday ridership for the twelve months ending October 2009 decreased 2.3 percent from the twelve months ending October 2008.
- Average weekday subway ridership was 5.3 million in October 2009, a decrease of 1.1 percent (57,000 trips) from October 2008. Comparing only school days in both years, average weekday ridership decreased 2.2 percent from October 2008 to October 2009. Average weekday ridership for the twelve months ending October 2009 decreased 2.4 percent from the twelve months ending October 2008.
- Average weekday local bus ridership was 2.4 million in October 2009, a decrease of 1.0 percent (24,000 trips) from October 2008. Comparing only school days in both years, average weekday ridership decreased 2.3 percent from October 2008 to October 2009. Average weekday ridership for the twelve months ending October 2009 decreased 2.1 percent from the twelve months ending October 2008.
- Average weekday express bus ridership was 45,000 in October 2009, a decrease of 5.2 percent (2,000 trips) from October 2008. Average weekday ridership for the twelve months ending October 2009 decreased 3.2 percent from the twelve months ending October 2008.
- Average weekday paratransit ridership was 29,000 in October 2009, an increase of 16.0 percent (4,000 boardings) from October 2008. Average weekday ridership for the twelve months ending October 2009 increased 19.8 percent from the twelve months ending October 2008.

### **Average Weekend Ridership vs. Prior Year**

- Average weekend total ridership (Saturday and Sunday combined) was 7.8 million in October 2009, a decrease of 4.6 percent (374,000 trips) from October 2008, due in part to rainier weather on October 2009 weekends. Average weekend ridership for the twelve months ending October 2009 decreased 1.5 percent from the twelve months ending October 2008.
- Average weekend subway ridership was 5.3 million in October 2009, a decrease of 4.0 percent (220,000 trips) from October 2008. Average weekend ridership for the twelve months ending October 2009 decreased 1.6 percent from the twelve months ending October 2008.
- Average weekend local bus ridership was 2.5 million in October 2009, a decrease of 5.9 percent (157,000 trips) from October 2008. Average weekend ridership for the twelve months ending October 2009 decreased 1.6 percent from the twelve months ending October 2008.

- Average weekend express bus ridership was 11,000 in October 2009, a decrease of 3.9 percent from October 2008. Average weekend ridership for the twelve months ending October 2009 increased 2.5 percent from the twelve months ending October 2008.
- Average weekend paratransit ridership was 30,000 in October 2009, an increase of 12.8 percent (3,000 boardings) from October 2008. Average weekend ridership for the twelve months ending October 2009 increased 21.7 percent from the twelve months ending October 2008.

<b>Weekday and Weekend Ridership</b>						
	<b>Average Weekday (thousands)</b>			<b>Average Weekend (thousands)</b>		
<b>October</b>	2008	2009*	Change	2008	2009*	Change
Subway	5,364	5,307	-1.1%	5,475	5,255	-4.0%
Local Bus	2,422	2,398	-1.0%	2,653	2,496	-5.9%
Express Bus	48	45	-5.2%	11	11	-3.9%
Paratransit	25	29	+16.0%	27	30	+12.8%
<b>TOTAL</b>	<b>7,858</b>	<b>7,779</b>	<b>-1.0%</b>	<b>8,166</b>	<b>7,792</b>	<b>-4.6%</b>
<b>12-Month Rolling Average</b>						
Subway	5,221	5,096	-2.4%	5,302	5,217	-1.6%
Local Bus	2,331	2,281	-2.1%	2,558	2,518	-1.6%
Express Bus	46	44	-3.2%	10	10	+2.5%
Paratransit	22	27	+19.8%	23	28	+21.7%
<b>TOTAL</b>	<b>7,620</b>	<b>7,448</b>	<b>-2.3%</b>	<b>7,893</b>	<b>7,773</b>	<b>-1.5%</b>

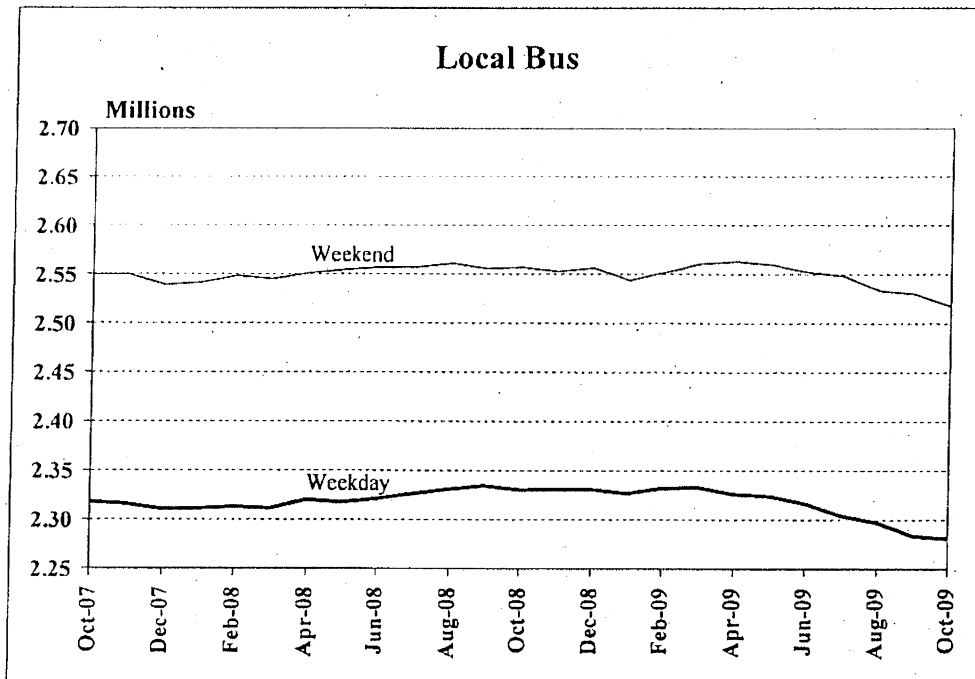
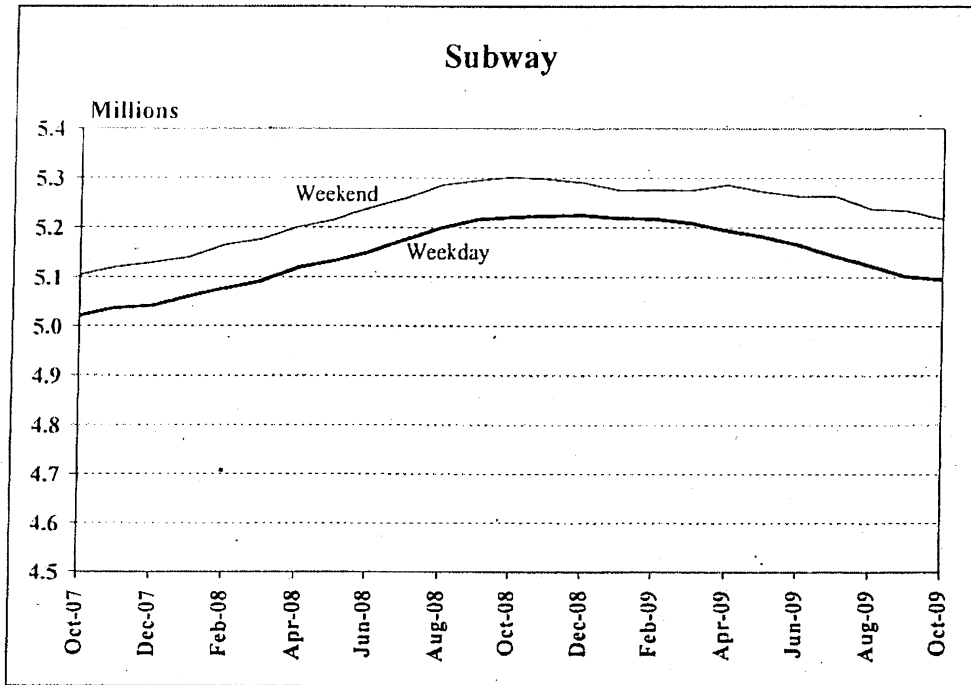
Notes: Totals may not add due to rounding.

Percentages are based on unrounded figures.

\* Preliminary

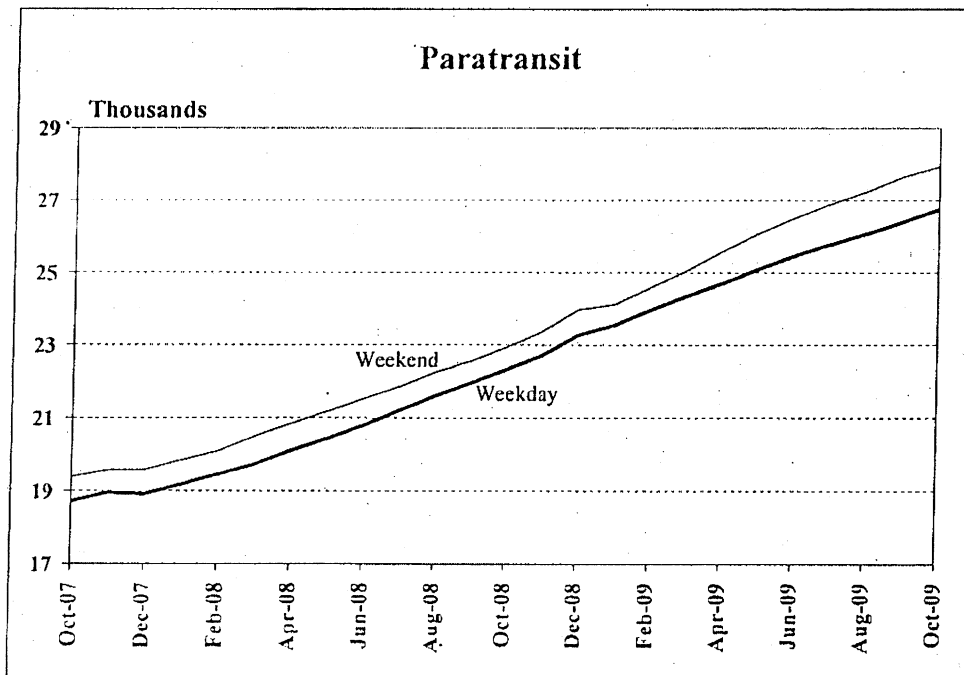
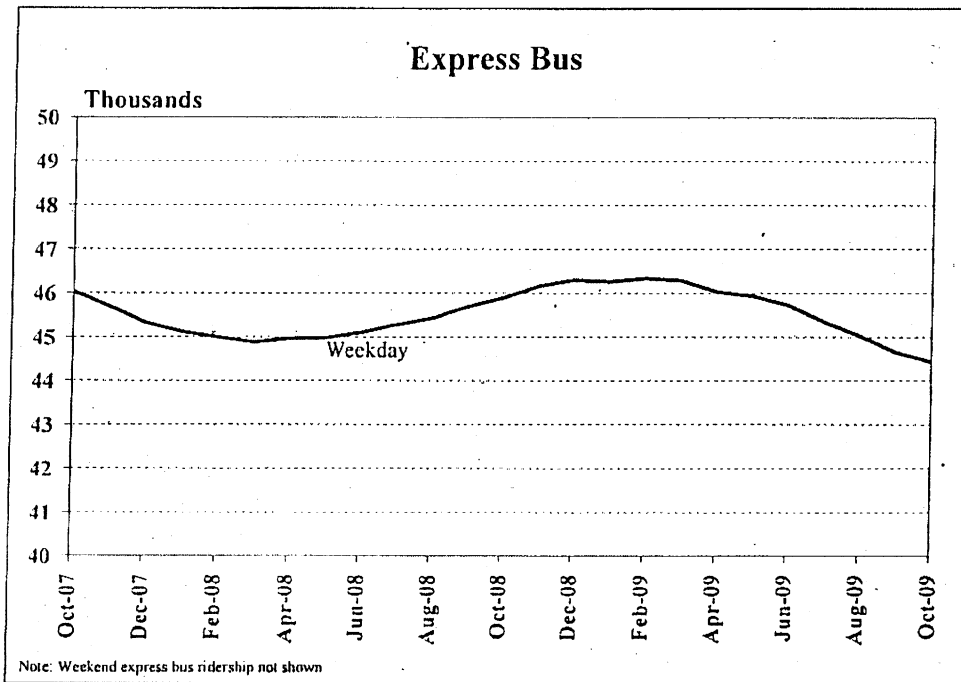
# Average Weekday and Weekend Ridership

12-Month Rolling Averages



# Average Weekday and Weekend Ridership

12-Month Rolling Averages



## Ridership on Other Carriers

From October 2008 to October 2009, all carriers had weekday ridership decreases except NYCT Paratransit (up 16.0 percent) and MTA Local Bus (up 1.1 percent). The largest weekday decrease was on MTA Express Bus (down 9.0 percent). MTA Bridges and Tunnels traffic increased 1.7 percent on weekdays.

Ridership on Transit Carriers in the New York Area (thousands)				
Transit Agency	Oct-08	Oct-09	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,364	5,307	-1.1%	-2.4%
NYCT Local Bus	2,422	2,398	-1.0%	-2.1%
NYCT Express Bus	48	45	-5.2%	-3.2%
NYCT Paratransit	25	29	+16.0%	+19.8%
Staten Island Railway	17	16	-3.3%	-6.7%
MTA Local Bus	382	386	+1.1%	+0.3%
MTA Express Bus	40	36	-9.0%	-6.9%
Long Island Rail Road	295	282	-4.4%	-4.9%
Long Island Bus	113	109	-3.8%	-5.3%
Metro-North Railroad	285	269	-5.3%	-3.6%
PATH	261	250	-4.2%	-3.2%
<u>Average Saturday</u>				
NYCT Subway	3,076	2,947	-4.2%	-1.7%
NYCT Local Bus	1,498	1,406	-6.2%	-1.7%
NYCT Express Bus	7	7	-4.8%	+2.3%
NYCT Paratransit	13	14	+13.2%	+22.3%
Staten Island Railway	4	4	+0.2%	+1.2%
MTA Local Bus	212	201	-5.4%	+1.0%
MTA Express Bus	10	9	-14.1%	-4.6%
Long Island Rail Road	99	98	-0.9%	-5.0%
Long Island Bus	58	54	-7.2%	-5.3%
Metro-North Railroad	110	107	-2.8%	-2.3%
PATH	117	113	-3.2%	-0.8%
<u>Average Sunday</u>				
NYCT Subway	2,399	2,308	-3.8%	-1.4%
NYCT Local Bus	1,155	1,091	-5.5%	-1.4%
NYCT Express Bus	4	4	-2.3%	+2.8%
NYCT Paratransit	14	16	+12.6%	+21.2%
Staten Island Railway	3	3	-4.3%	+1.1%
MTA Local Bus	158	153	-3.2%	+2.2%
MTA Express Bus	6	5	-12.8%	-3.5%
Long Island Rail Road	80	77	-4.2%	-4.6%
Long Island Bus	35	32	-7.7%	-7.2%
Metro-North Railroad	85	82	-3.1%	-2.4%
PATH	90	87	-3.4%	-1.2%

MTA Bridges and Tunnels (thousands)				
Average Weekday	816	830	+1.7%	-1.7%
Average Saturday	770	741	-3.8%	-1.6%
Average Sunday	774	748	-3.4%	-1.4%

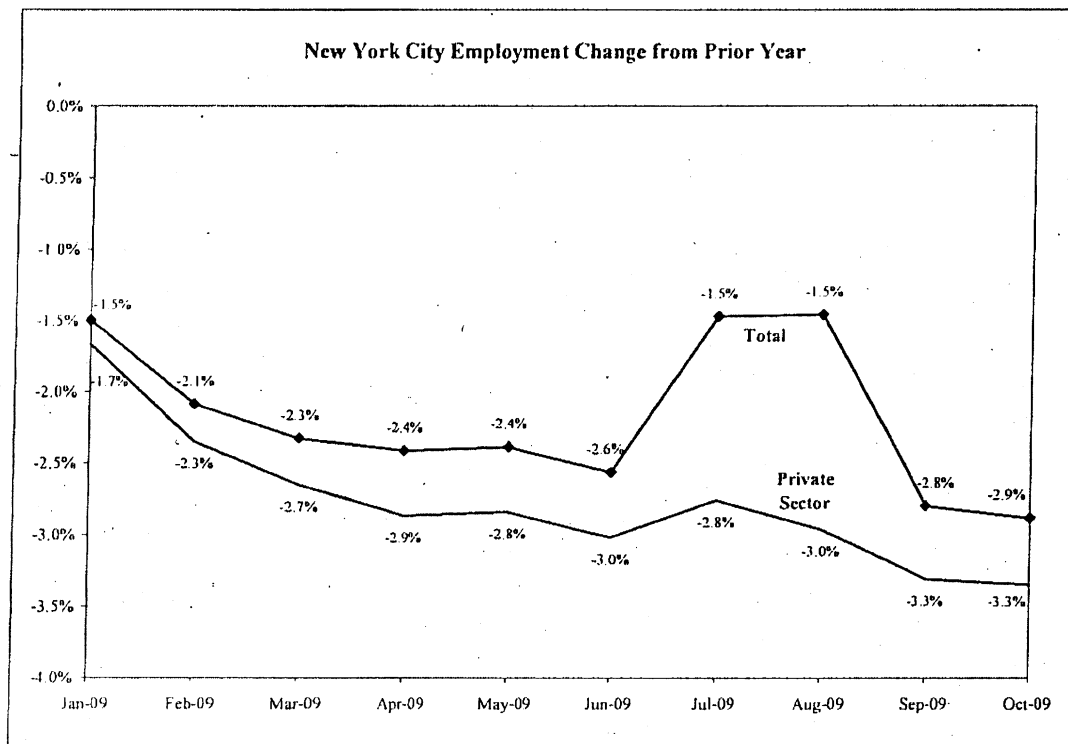
Note: Percentages are based on unrounded data.

\* Preliminary

## Economy

From October 2008 to October 2009, New York City employment decreased 2.9 percent (109,900 jobs). Private sector employment decreased 3.3 percent (108,900 jobs) and government employment decreased 0.2 percent (1,000 jobs). The sub-sectors with the largest absolute decreases were financial activities (down 32,500 jobs or 7.0 percent) and professional/business services (down 29,400 jobs or 4.8 percent). The sub-sectors with the largest percentage decreases were manufacturing (down 11.3 percent or 10,500 jobs) and construction (down 10.3 percent or 13,700 jobs). Educational/health services, which is the largest private sub-sector with 750,000 jobs, was the only private sub-sector with an employment increase (up 15,700 jobs or 2.1 percent).

The chart below shows the year-over-year change in private sector and total employment for each month in 2009. Excluding July and August, when summer youth jobs funded with federal stimulus money caused a temporary improvement (primarily in the government sector), both private sector and total employment year-over-year changes have been slowly worsening for most of 2009.



**MTA NEW YORK CITY TRANSIT  
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)  
2009 MID-YEAR FORECAST VERSUS 2009 PRELIMINARY ACTUAL  
(in millions)**

Month of October					
	Forecast	Actual	Variance		Explanation
			Amount	Percent	
Subway	138.385	140.666	2.280	1.6%	Lower-than-forecast Columbus Day ridership
Bus	65.757	65.188	(0.569)	(0.9%)	
Paratransit	0.799	0.770	(0.029)	(3.7%)	
Total	204.942	206.623	1.682	0.8%	
Year to Date					
Subway	1,302.978	1,315.638	12.660	1.0%	
Bus	610.701	609.002	(1.699)	(0.3%)	
Paratransit	7.083	7.056	(0.027)	(0.4%)	
Total	1,920.762	1,931.696	10.934	0.6%	

Notes: Paratransit ridership includes guests and personal care attendants.

Totals may not add due to rounding.

**MTA NEW YORK CITY TRANSIT  
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)  
2008 ACTUAL VERSUS 2009 PRELIMINARY ACTUAL  
(in millions)**

	Month of October				Explanation
	2008	2009	Variance		
			Amount	Percent	
<u>Average Weekday</u>					
Subway	5.364	5.307	(0.057)	(1.1%)	Weaker economy, fare increase Normal growth
Local Bus	2.422	2.398	(0.024)	(1.0%)	
Express Bus	0.048	0.045	(0.002)	(5.2%)	
Paratransit	0.025	0.029	0.004	16.0%	
Total	7.858	7.779	(0.079)	(1.0%)	
<u>Average Weekend</u>					
Subway	5.475	5.255	(0.220)	(4.0%)	Rainier weather on October 2009 weekends
Local Bus	2.653	2.496	(0.157)	(5.9%)	Rainier weather on October 2009 weekends
Express Bus	0.011	0.011	(0.000)	(3.9%)	Rainier weather on October 2009 weekends
Paratransit	0.027	0.030	0.003	12.8%	Normal growth
Total	8.166	7.792	(0.374)	(4.6%)	
<u>12-Month Rolling Average</u>					
<u>Average Weekday</u>					
Subway	5.221	5.096	(0.126)	(2.4%)	Weaker economy Normal growth
Local Bus	2.331	2.281	(0.049)	(2.1%)	
Express Bus	0.046	0.044	(0.001)	(3.2%)	
Paratransit	0.022	0.027	0.004	19.8%	
Total	7.620	7.448	(0.172)	(2.3%)	
<u>Average Weekend</u>					
Subway	5.302	5.217	(0.085)	(1.6%)	Normal growth
Local Bus	2.558	2.518	(0.040)	(1.6%)	
Express Bus	0.010	0.010	0.000	2.5%	
Paratransit	0.023	0.028	0.005	21.7%	
Total	7.893	7.773	(0.120)	(1.5%)	

Notes: Paratransit ridership includes guests and personal care attendants.  
Totals may not add due to rounding.

**Non-Reimbursable and Reimbursable Positions by Function and Department**  
**Full-Time Positions and Full-Time Equivalents**

	Mid-Year Forecast	Actual	Variance Fav./Unfav)	Explanation
<b>Administration:</b>				
Office of the President	5	5	0	
Workforce Development	185	187	(2)	
*Law	287	296	(9)	
Office of the EVP	31	31	0	
Office of Management and Budget	36	35	1	
Capital Planning & Budget	35	34	1	
Corporate Communications	262	271	(9)	
AFC Program Management & Sales	60	59	1	
Technology & Information Services	547	552	(5)	
Non-Departmental	0	4	(4)	
Administration	432	431	1	
Material	257	265	(8)	
Controller	218	213	5	
<b>Total Administration</b>	<b>2,355</b>	<b>2,383</b>	<b>(28)</b>	
<b>Operations</b>				
Subways IRT West	2,046	1,803	243 *	
Subways IRT East	1,432	1,485	(53) *	
Subways BMT	1,640	1,412	228 *	
Subways IND/BMT	2,049	1,897	152 *	
Subways IND	2,005	1,864	141 *	
Subways Senior VP - Chief of Staff	517	1,289	(772) *	
Subways RTO	1,407	1,232	175 *	
Subways Stations	0	75	(75) *	
<b>Sub-total Subways</b>	<b>11,096</b>	<b>11,057</b>	<b>39</b>	
Buses	10,704	10,706	(2)	
Paratransit	152	141	11	
Operations Planning	443	417	26	
Revenue Control	445	451	(6)	
<b>Total Operations</b>	<b>22,840</b>	<b>22,772</b>	<b>68</b>	
<b>Maintenance</b>				
Subways IRT West	2,088	1,781	307 *	
Subways IRT East	1,353	1,382	(29) *	
Subways BMT	1,456	1,491	(35) *	
Subways IND/BMT	2,111	1,950	161 *	
Subways IND	2,084	1,695	389 *	
Subways Senior VP - Chief of Staff	301	421	(120) *	
Subways Engineering	344	343	1	
Subways Car Equipment	2,123	2,112	11	
Subways Infrastructure	1,142	1,211	(69) *	
Subways Stations	56	191	(135) *	
Subways Track	1,039	1,396	(357) *	
Subways Electrical	1,074	1,098	(24)	
Subways Electronic Maintenance	1,408	1,387	21	
<b>Sub-total Subways</b>	<b>16,579</b>	<b>16,458</b>	<b>121</b>	
Buses	3,994	3,859	135	
Revenue Control	137	137	0	
Supply Logistics	564	564	0	
System Safety	93	90	3	
<b>Total Maintenance</b>	<b>21,367</b>	<b>21,108</b>	<b>259</b>	
<b>Engineering/Capital</b>				
Capital Program Management	1,438	1,399	39	
<b>Total Engineering/Capital</b>	<b>1,438</b>	<b>1,399</b>	<b>39</b>	
<b>Public Safety</b>				
Security	509	483	26	
<b>Total Public Safety</b>	<b>509</b>	<b>483</b>	<b>26</b>	
<b>Total Positions</b>	<b>48,509</b>	<b>48,145</b>	<b>364</b>	
Non-Reimbursable	42,915	42,003	912	
Reimbursable	5,594	6,142	(548)	
<b>Total Full-Time</b>	<b>48,313</b>	<b>47,890</b>	<b>423</b>	
<b>Total Full-Time Equivalents</b>	<b>196</b>	<b>255</b>	<b>(59)</b>	

\*Represents delay in transfer of personnel due to major subway reorganization

**MTA New York City Transit**  
**October 2009**  
**Total Full-time Positions and Full-time Equivalents**  
**by Function and Occupation**

<b>FUNCTION/OCCUPATION</b>	<b>Mid-Year Forecast</b>	<b>Actual</b>	<b>Variance Fav./(Unfav)</b>
<b>Administration:</b>			
Managers/Supervisors	836	813	23
Professional, Technical, Clerical	1,476	1,533	(57)
Operational Hourlies	43	37	6
<b>Total Administration</b>	<b>2,355</b>	<b>2,383</b>	<b>(28)</b>
<b>Operations</b>			
Managers/Supervisors	2,466	2,405	61
Professional, Technical, Clerical	384	389	(5)
Operational Hourlies	19,990	19,978	12
<b>Total Operations</b>	<b>22,840</b>	<b>22,772</b>	<b>68</b>
<b>Maintenance</b>			
Managers/Supervisors	3,882	3,831	51
Professional, Technical, Clerical	1,212	1,177	35
Operational Hourlies	16,273	16,100	173
<b>Total Maintenance</b>	<b>21,367</b>	<b>21,108</b>	<b>259</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	324	302	22
Professional, Technical, Clerical	1,112	1,095	17
Operational Hourlies	2	2	0
<b>Total Engineering/Capital</b>	<b>1,438</b>	<b>1,399</b>	<b>39</b>
<b>Public Safety</b>			
Managers/Supervisors	91	91	0
Professional, Technical, Clerical	34	26	8
Operational Hourlies	384	366	18
<b>Total Public Safety</b>	<b>509</b>	<b>483</b>	<b>26</b>
<b>Total Positions</b>			
Managers/Supervisors	7,599	7,442	157
Professional, Technical, Clerical	4,218	4,220	(2)
Operational Hourlies	36,692	36,483	209
<b>Total Positions</b>	<b>48,509</b>	<b>48,145</b>	<b>364</b>

MTA NEW YORK CITY TRANSIT  
JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST  
ACCRUAL STATEMENT OF OPERATIONS by CATEGORY  
October 2009  
(\$ in millions)

Table 1

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue:												
Subway	\$203.6	\$208.0	\$4.4	2.2	\$0.0	\$0.0	\$0.0	-	\$203.6	\$208.0	\$4.4	2.2
Bus	75.9	75.3	(0.6)	(0.9)	0.0	0.0	0.0	-	75.9	75.3	(0.6)	(0.9)
Paratransit	1.4	1.4	(0.1)	(4.4)	0.0	0.0	0.0	-	1.4	1.4	(0.1)	(4.4)
Fare Media Liability	4.0	4.0	0.0	0.0	0.0	0.0	0.0	-	4.0	4.0	0.0	0.0
Total Farebox Revenue	285.0	288.7	3.7	1.3	0.0	0.0	0.0	-	285.0	288.7	3.7	1.3
Vehicle Toll Revenue	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-
Other Operating Revenue:												
Fare Reimbursement	8.4	8.4	0.0	0.0	0.0	0.0	0.0	-	8.4	8.4	0.0	0.0
Paratransit Reimbursement	6.6	6.2	(0.4)	(6.1)	0.0	0.0	0.0	-	6.6	6.2	(0.4)	(6.1)
Other	8.1	7.6	(0.5)	(6.4)	0.0	0.0	0.0	-	8.1	7.6	(0.5)	(6.4)
Total Other Operating Revenue	23.0	22.1	(0.9)	(4.0)	0.0	0.0	0.0	-	23.0	22.1	(0.9)	(4.0)
Capital and Other Reimbursements	0.0	0.0	0.0	-	84.4	85.1	0.7	0.9	84.4	85.1	0.7	0.9
<b>Total Revenue</b>	<b>\$308.0</b>	<b>\$310.8</b>	<b>\$2.8</b>	<b>0.9</b>	<b>\$84.4</b>	<b>\$85.1</b>	<b>\$0.7</b>	<b>0.9</b>	<b>\$382.4</b>	<b>\$395.9</b>	<b>\$3.5</b>	<b>0.9</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	228.5	237.9	(9.4)	(4.1)	37.4	31.2	6.2	16.6	265.8	269.1	(3.2)	(1.2)
Overtime	20.5	20.4	0.0	0.2	5.5	10.6	(5.2)	(95.0)	25.9	31.1	(5.1)	(19.9)
Total Salaries & Wages	248.9	258.3	(9.4)	(3.8)	42.8	41.8	1.0	2.4	291.7	300.1	(8.4)	(2.9)
Health and Welfare	41.0	38.7	2.3	5.7	2.0	1.7	0.3	14.4	42.9	40.3	2.6	6.1
OPEB Current Payment	21.6	19.9	1.7	7.7	0.0	0.0	0.0	-	21.6	19.9	1.7	7.7
Pensions	16.3	15.7	0.6	3.9	0.1	0.1	(0.0)	(36.5)	16.4	15.8	0.6	3.7
Other Fringe Benefits	19.4	18.2	1.2	6.3	10.1	9.2	0.8	8.4	29.5	27.4	2.1	7.0
Total Fringe Benefits	98.3	92.4	5.8	5.9	12.1	11.0	1.1	9.1	110.4	103.5	6.9	6.3
Reimbursable Overhead	(19.9)	(20.6)	0.6	3.1	19.9	20.6	(0.6)	(3.1)	0.0	0.0	0.0	-
<b>Total Labor Expenses</b>	<b>\$327.3</b>	<b>\$330.2</b>	<b>(\$2.9)</b>	<b>(0.9)</b>	<b>\$74.9</b>	<b>\$73.4</b>	<b>\$1.5</b>	<b>2.0</b>	<b>\$402.1</b>	<b>\$403.6</b>	<b>(\$1.5)</b>	<b>(0.4)</b>
<b>Non-Labor:</b>												
Traction and Propulsion Power	15.6	13.2	2.4	15.1	0.0	0.0	0.0	-	15.6	13.2	2.4	15.1
Fuel for Buses and Trains	12.2	10.4	1.9	15.2	0.0	0.0	(0.0)	-	12.2	10.4	1.9	15.2
Insurance	4.7	4.1	0.6	12.0	0.0	0.0	0.0	-	4.7	4.1	0.6	12.0
Claims	6.4	6.4	(0.0)	(0.0)	0.0	0.0	0.0	-	6.4	6.4	(0.0)	(0.0)
Paratransit Service Contracts	35.6	33.6	1.9	5.5	0.0	0.0	0.0	-	35.6	33.6	1.9	5.5
Misc. and Other Operating Contracts	18.8	21.3	(2.5)	(13.3)	2.4	3.0	(0.6)	(24.0)	21.2	24.3	(3.1)	(14.5)
Professional Service Contracts	9.9	9.5	0.4	3.8	1.5	1.4	0.1	6.4	11.4	10.9	0.5	4.1
Materials & Supplies	25.7	24.9	0.8	3.0	5.4	6.6	(1.2)	(22.1)	31.1	31.5	(0.4)	(1.3)
Other Business Expenses	4.2	4.7	(0.5)	(11.0)	0.1	0.7	(0.5)	(390.6)	4.3	5.3	(1.0)	(23.1)
<b>Total Non-Labor Expenses</b>	<b>\$133.0</b>	<b>\$128.1</b>	<b>\$4.9</b>	<b>3.7</b>	<b>\$9.5</b>	<b>\$11.7</b>	<b>(\$2.2)</b>	<b>(23.3)</b>	<b>\$142.5</b>	<b>\$139.8</b>	<b>\$2.7</b>	<b>1.9</b>
<b>Other Expense Adjustments:</b>												
Other	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-
<b>Total Other Expense Adjustments</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>-</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>-</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$460.3</b>	<b>\$458.3</b>	<b>\$2.0</b>	<b>0.4</b>	<b>\$84.4</b>	<b>\$85.1</b>	<b>(\$0.7)</b>	<b>(0.9)</b>	<b>\$544.7</b>	<b>\$543.4</b>	<b>\$1.2</b>	<b>0.2</b>
Depreciation	107.5	104.3	3.2	3.0	0.0	0.0	0.0	-	107.5	104.3	3.2	3.0
OPEB Account	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-
Environmental Remediation	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-
<b>Total Expenses</b>	<b>\$567.8</b>	<b>\$562.6</b>	<b>\$5.1</b>	<b>0.9</b>	<b>\$84.4</b>	<b>\$85.1</b>	<b>(\$0.7)</b>	<b>(0.9)</b>	<b>\$652.2</b>	<b>\$647.7</b>	<b>\$4.4</b>	<b>0.7</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$259.8)</b>	<b>(\$251.8)</b>	<b>\$7.9</b>	<b>3.1</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>-</b>	<b>(\$259.8)</b>	<b>(\$251.8)</b>	<b>\$7.9</b>	<b>3.1</b>

NOTE: Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT  
JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST  
ACCRUAL STATEMENT of OPERATIONS by CATEGORY  
October 2009 Year-to-Date  
(\$ in millions)

Table 2

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue:												
Subway	\$1,831.8	\$1,853.1	\$21.3	1.2	\$0.0	\$0.0	\$0.0	-	\$1,831.8	\$1,853.1	\$21.3	1.2
Bus	688.0	684.6	(3.3)	(0.5)	0.0	0.0	0.0	-	688.0	684.6	(3.3)	(0.5)
Paratransit	11.9	11.7	(0.2)	(1.4)	0.0	0.0	0.0	-	11.9	11.7	(0.2)	(1.4)
Fare Media Liability	40.0	47.0	7.0	17.5	0.0	0.0	0.0	-	40.0	47.0	7.0	17.5
Total Farebox Revenue	2,571.7	2,596.4	24.8	1.0	0.0	0.0	0.0	-	2,571.7	2,596.4	24.8	1.0
Vehicle Toll Revenue	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-
Other Operating Revenue:												
Fare Reimbursement	69.8	69.8	0.0	0.0	0.0	0.0	0.0	-	69.8	69.8	0.0	0.0
Paratransit Reimbursement	62.6	59.4	(3.2)	(5.1)	0.0	0.0	0.0	-	62.6	59.4	(3.2)	(5.1)
Other	89.0	91.8	2.7	3.1	0.0	0.0	0.0	-	89.0	91.8	2.7	3.1
Total Other Operating Revenue	221.5	221.0	(0.5)	(0.2)	0.0	0.0	0.0	-	221.5	221.0	(0.5)	(0.2)
Capital and Other Reimbursements	0.0	0.0	0.0	-	776.2	791.8	15.6	2.0	776.2	791.8	15.6	2.0
<b>Total Revenue</b>	<b>\$2,793.1</b>	<b>\$2,817.4</b>	<b>\$24.3</b>	<b>0.9</b>	<b>\$776.2</b>	<b>\$791.8</b>	<b>\$15.6</b>	<b>2.0</b>	<b>\$3,569.3</b>	<b>\$3,609.2</b>	<b>\$39.9</b>	<b>1.1</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	2,314.4	2,333.6	(19.1)	(0.8)	333.3	323.5	9.8	2.9	2,647.7	2,657.0	(9.3)	(0.4)
Overtime	204.4	202.2	2.2	1.1	58.5	70.0	(11.5)	(19.7)	262.9	272.2	(9.4)	(3.6)
Total Salaries & Wages	2,518.8	2,535.8	(17.0)	(0.7)	391.7	393.5	(1.7)	(0.4)	2,910.6	2,929.3	(18.7)	(0.6)
Health and Welfare	397.8	394.4	3.3	0.8	18.1	17.3	0.8	4.2	415.9	411.8	4.1	1.0
OPEB Current Payment	214.8	206.8	8.0	3.7	0.0	0.0	0.0	-	214.8	206.8	8.0	3.7
Pensions	710.0	707.9	2.2	0.3	18.3	18.4	(0.1)	(0.8)	728.3	726.3	2.0	0.3
Other Fringe Benefits	197.7	185.2	12.4	6.3	88.1	88.3	(0.2)	(0.2)	285.8	273.5	12.3	4.3
Total Fringe Benefits	1,520.2	1,494.3	25.0	1.7	124.5	124.0	0.5	0.4	1,644.7	1,618.3	26.4	1.6
Reimbursable Overhead	(174.2)	(181.2)	7.0	4.0	174.2	181.2	(7.0)	(4.0)	0.0	0.0	0.0	-
<b>Total Labor Expenses</b>	<b>\$3,864.9</b>	<b>\$3,848.8</b>	<b>\$16.0</b>	<b>0.4</b>	<b>\$590.4</b>	<b>\$698.7</b>	<b>(\$8.3)</b>	<b>(1.2)</b>	<b>\$4,555.3</b>	<b>\$4,547.6</b>	<b>\$7.7</b>	<b>0.2</b>
<b>Non-Labor:</b>												
Traction and Propulsion Power	164.2	151.8	12.5	7.6	0.0	0.0	(0.0)	(74.1)	164.3	151.8	12.5	7.6
Fuel for Buses and Trains	107.8	101.3	6.5	6.0	0.0	0.0	(0.0)	(84.6)	107.8	101.3	6.5	6.0
Insurance	45.5	45.6	(0.1)	(0.1)	0.0	0.0	0.0	-	45.5	45.6	(0.1)	(0.1)
Claims	64.4	63.8	0.7	1.0	0.5	2.3	(1.8)	(327.3)	65.0	66.1	(1.1)	(1.7)
Paratransit Service Contracts	305.2	305.6	(0.3)	(0.1)	0.0	0.0	0.0	-	305.2	305.6	(0.3)	(0.1)
Mtce. and Other Operating Contracts	196.6	187.7	8.9	4.5	25.4	26.8	(1.5)	(5.8)	221.9	214.5	7.5	3.4
Professional Service Contracts	80.8	80.9	(0.1)	(0.2)	12.6	12.8	(0.2)	(1.6)	93.4	93.8	(0.4)	(0.4)
Materials & Supplies	268.5	257.5	11.0	4.1	46.7	50.1	(3.5)	(7.4)	315.2	307.7	7.5	2.4
Other Business Expenses	37.5	45.1	(7.6)	(20.1)	0.6	0.9	(0.3)	(55.4)	38.1	46.0	(7.9)	(20.7)
<b>Total Non-Labor Expenses</b>	<b>\$1,270.6</b>	<b>\$1,239.2</b>	<b>\$31.5</b>	<b>2.5</b>	<b>\$85.8</b>	<b>\$93.1</b>	<b>(\$7.3)</b>	<b>(8.5)</b>	<b>\$1,356.6</b>	<b>\$1,332.3</b>	<b>\$24.2</b>	<b>1.8</b>
<b>Other Expense Adjustments:</b>												
Other	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-
<b>Total Other Expense Adjustments</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>-</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>-</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$5,135.5</b>	<b>\$5,088.0</b>	<b>\$47.5</b>	<b>0.9</b>	<b>\$776.2</b>	<b>\$791.8</b>	<b>(\$15.6)</b>	<b>(2.0)</b>	<b>\$5,911.7</b>	<b>\$5,879.8</b>	<b>\$31.9</b>	<b>0.5</b>
Depreciation	1,029.9	1,020.1	9.7	0.9	0.0	0.0	0.0	-	1,029.9	1,020.1	9.7	0.9
OPEB Account	792.5	807.0	(14.5)	(1.8)	0.0	0.0	0.0	-	792.5	807.0	(14.5)	(1.8)
Environmental Remediation	0.0	1.8	(1.8)	-	0.0	0.0	0.0	-	0.0	1.8	(1.8)	-
<b>Total Expenses</b>	<b>\$6,957.9</b>	<b>\$6,916.9</b>	<b>\$41.0</b>	<b>0.6</b>	<b>\$776.2</b>	<b>\$791.8</b>	<b>(\$15.6)</b>	<b>(2.0)</b>	<b>\$7,734.1</b>	<b>\$7,708.7</b>	<b>\$25.4</b>	<b>0.3</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$4,164.8)</b>	<b>(\$4,099.5)</b>	<b>\$65.3</b>	<b>1.6</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>-</b>	<b>(\$4,164.8)</b>	<b>(\$4,099.5)</b>	<b>\$65.3</b>	<b>1.6</b>

NOTE: Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT  
JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST  
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS  
October 2009  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Total Other Operating Revenue	NR	(0.9)	(4.0)	Mainly due to lower than forecasted paratransit Urban Tax and advertising revenues			
Payroll	NR	(9.4)	(4.1)	Mainly due to a prior period correction of reimbursable expenses			
Health and Welfare (Includes Current OPEB Payment)	NR	4.0	6.4	In part due to the timing of expenses			
Pensions	NR	0.6	3.9	Mainly due to the favorable timing of expenses			
Other Fringe Benefits	NR	1.2	6.3	Mainly due to lower than forecasted Workers' Compensation benefit expenses and a classification adjustment (offset in Other Business Expenses)	12.4	6.3	Mainly due to reduced Workers' Compensation benefit expenses and classification adjustments (offset in Other Business Expenses)
Reimbursable Overhead	NR	0.6	3.1	Mainly due to an un-forecasted rate increase	7.0	4.0	Mainly due to an un-forecasted rate increase
Traction and Propulsion Power	NR	2.4	15.1	Mainly due to lower prices	12.5	7.6	Mainly due to lower prices, reduced consumption (due to milder weather), the timing of expenses and a retroactive adjustment
Fuel for Buses and Trains	NR	1.9	15.2	Mainly due to lower than forecasted diesel fuel prices (forecast \$2.51 per gallon; actual \$2.06 per gallon)	6.5	6.0	Mainly due to lower than forecasted CNG and diesel fuel prices (forecast \$2.43 per gallon; actual \$2.39 per gallon) and the favorable timing of expenses
Insurance	NR	0.6	12.0	Mainly due to the favorable timing of paratransit fleet insurance charges			
Paratransit Service Contracts	NR	1.9	5.5	Mainly due to a prior period adjustment			
Mtce. and Other Operating Contracts	NR	(2.5)	(13.3)	Mainly due to the unfavorable timing of operating maintenance contracts and tire & tube purchases	8.9	4.5	Mainly due to the favorable timing of expenses (facility maintenance & repair services, refuse & recycling, water & sewage), station painting underruns and the re-use of subway car components from reefed cars
Professional Service Contracts	NR	0.4	3.8	Mainly due to lower than forecasted data processing and professional & technical service charges, partly offset by the unfavorable timing of bond service costs			

MTA NEW YORK CITY TRANSIT  
JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST  
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS  
October 2009  
(\$ in millions)

Table :

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Materials & Supplies	NR	0.8	3.0	Mainly due to data processing and automobile purchase underruns, increased scrap and surplus material sales, and favorable non-cash inventory adjustments, offset in part by the unfavorable timing of maintenance requirements	11.0	4.1	Mainly due to delayed maintenance material purchases, reduced vehicle, uniform and data processing charges, and increased scrap and surplus sales. These underruns were offset in part by the unfavorable timing of HVAC compressor unit purchases and non-cas
Other Business Expenses	NR	(0.5)	(11.0)	Mainly due to classification adjustments, offset in Other Fringe Benefits	(7.6)	(20.1)	Mainly due to classification adjustments, offset in Other Fringe Benefits
Depreciation	NR	3.2	3.0	Due to the timing of assets reaching beneficial use			
Payroll	R	6.2	16.6	Mainly due to a prior period correction of reimbursable expenses			
Overtime	R	(5.2)	(95.0)	Mainly due to additional departmental requirements and the unfavorable timing of expenses	(11.5)	(19.7)	Mainly due to additional departmental requirements, including Bus Operator shuttle support, cable replacements and Capital Track Program projects (panels and switches) and the timing of expenses
Claims	R				(1.8)	(327.3)	Timing of inter-agency billings
Mtce. and Other Operating Contracts	R	(0.6)	(24.0)	Mainly due to the unfavorable timing of expenses	(1.5)	(5.8)	Mainly due to increased equipment rental charge and the unfavorable timing of expenses
Materials & Supplies	R	(1.2)	(22.1)	Mainly due to un-forecasted CRF charges, and the unfavorable timing of track and pneumatic material expenses	(3.5)	(7.4)	Mainly due to the timing of inter-agency and un-forecasted CRF charges
Other Business Expenses	R	(0.5)	(390.6)	Mainly due to the unfavorable timing of expenses	(0.3)	(55.4)	Mainly due to the unfavorable timing of expenses

MTA NEW YORK CITY TRANSIT  
JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST  
CASH RECEIPTS and EXPENDITURES  
October 2009  
(\$ In millions)

Table 4

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$282.3	\$292.8	\$10.5	3.7	\$2,579.7	\$2,608.8	\$29.1	1.1
Vehicle Toll Revenue	0.0	0.0	0.0	-	0.0	0.0	0.0	-
Other Operating Revenue:								
Fare Reimbursement	0.0	0.0	0.0	-	49.8	50.1	0.3	0.7
Paratransit Reimbursement	1.3	0.5	(0.8)	(61.1)	72.5	69.7	(2.8)	(3.8)
Other	3.4	3.8	0.4	12.1	88.4	88.6	0.2	0.3
Total Other Operating Revenue	4.7	4.3	(0.4)	(8.0)	210.6	208.4	(2.2)	(1.1)
Capital and Other Reimbursements	84.4	90.6	6.2	7.4	758.1	785.1	27.0	3.6
Total Receipts	\$371.4	\$387.7	\$16.3	4.4	\$3,548.4	\$3,602.3	\$53.9	1.5
<b>Expenditures</b>								
Labor:								
Payroll	336.5	330.5	6.1	1.8	2,666.5	2,620.6	45.9	1.7
Overtime	32.9	38.7	(5.8)	(17.6)	267.0	272.1	(5.0)	(1.9)
Total Salaries & Wages	369.5	369.2	0.3	0.1	2,933.6	2,892.7	40.9	1.4
Health and Welfare	47.9	58.2	(10.2)	(21.3)	396.5	405.2	(8.7)	(2.2)
OPEB Current Payment	21.6	19.9	1.7	7.7	214.8	206.8	8.0	3.7
Pensions	16.0	17.4	(1.4)	(9.0)	426.9	430.9	(4.0)	(0.9)
Other Fringe Benefits	33.9	33.8	0.1	0.3	279.7	264.5	15.2	5.4
Total Fringe Benefits	119.4	129.3	(9.9)	(8.3)	1,317.9	1,307.4	10.5	0.8
GASB Account	4.8	4.5	0.3	5.3	34.0	33.1	0.9	2.7
Reimbursable Overhead	0.0	0.0	0.0	-	0.0	0.0	0.0	-
Total Labor Expenditures	\$493.6	\$503.0	(\$9.4)	(1.9)	\$4,285.5	\$4,233.2	\$52.3	1.2
Non-Labor:								
Traction and Propulsion Power	15.7	13.2	2.5	15.9	166.0	148.3	17.7	10.7
Fuel for Buses and Trains	12.1	10.7	1.4	11.9	103.9	101.2	2.7	2.6
Insurance	0.1	0.5	(0.4)	(80.4)	45.9	29.5	16.4	35.7
Claims	5.7	6.3	(0.6)	(9.8)	60.8	61.3	(0.5)	(0.8)
Paratransit Service Contracts	36.7	29.0	7.7	20.9	306.0	299.4	6.6	2.2
Mtce. and Other Operating Contracts	21.2	23.5	(2.3)	(10.6)	230.0	221.1	8.9	3.9
Professional Service Contracts	11.4	10.6	0.8	7.1	87.8	91.0	(3.2)	(3.7)
Materials & Supplies	29.8	24.9	4.9	16.4	309.9	302.1	7.8	2.5
Other Business Expenditures	4.3	3.5	0.8	19.3	38.3	36.4	1.9	5.0
Total Non-Labor Expenditures	\$137.1	\$122.2	\$14.9	10.9	\$1,348.6	\$1,290.3	\$58.3	4.3
Other Expenditure Adjustments:								
Other	0.0	0.0	0.0	-	0.0	0.0	0.0	-
Total Other Expenditure Adjustments	\$0.0	\$0.0	\$0.0	-	\$0.0	\$0.0	\$0.0	-
Total Expenditures	\$630.7	\$625.2	\$5.5	0.9	\$5,634.0	\$5,523.5	\$110.5	2.0
Net Surplus/(Deficit)	(\$259.3)	(\$237.5)	\$21.8	8.4	(\$2,085.6)	(\$1,921.2)	\$164.4	7.9

NOTE: Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT  
JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST  
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS  
October 2009  
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	10.5	3.7	Mainly due to the timing of counting and depositing of cash receipts, and higher than forecasted subway ridership			
Total Other Operating Revenue	(0.4)	(8.0)	Mainly due to reduced paratransit Urban Tax receipts, partly offset by the favorable timing of advertising/real estate receipts			
Capital and Other Reimbursements	6.2	7.4	Mainly due to the favorable timing of reimbursements	27.0	3.6	Mainly due to the favorable timing of reimbursement and capital projects and support requirements
Health and Welfare (Includes OPEB Current Pmt.)	(8.6)	(12.3)	Mainly due to the unfavorable timing of payments, partly offset by the favorable timing of expenses			
Pensions	(1.4)	(9.0)	Mainly due to the unfavorable timing of payments, partly offset by the favorable timing of expenses			
Other Fringe Benefits				15.2	5.4	Mainly due to the favorable timing of expenses and payments
GASB Account	0.3	5.3	Mainly due to the favorable timing of payments			
Traction and Propulsion Power	2.5	15.9	Mainly due to lower prices	17.7	10.7	Mainly due to lower prices and the favorable timing of payments
Fuel for Buses and Trains	1.4	11.9	Mainly due to lower prices, partly offset by the unfavorable timing of payments			
Insurance	(0.4)	(880.4)	Mainly due to the unfavorable timing of payments, partly offset by the favorable timing of expenses	16.4	35.7	Mainly due to the favorable timing of payments
Claims	(0.6)	(9.8)	Mainly due to the unfavorable timing of payments			
Paratransit Service Contracts	7.7	20.9	Mainly due to the favorable timing of payments and expenses			
Mtce. and Other Operating Contracts	(2.3)	(10.6)	Mainly due to the unfavorable timing of expenses, partly offset by the favorable timing of payments	8.9	3.9	Mainly due to the favorable timing of expenses and payments
Professional Service Contracts	0.8	7.1	Mainly due to the favorable timing of expenses, partly offset by the unfavorable timing of payments	(3.2)	(3.7)	Mainly due to the unfavorable timing of payments, partly offset by the favorable timing of expenses
Materials & Supplies	4.9	16.4	Mainly due to the favorable timing of payments, partly offset by the unfavorable timing of expenses			
Other Business Expenditures	0.8	19.3	Mainly due to the favorable timing of expenses and payments	1.9	5.0	Mainly due to the favorable timing of payments, partly offset by the unfavorable timing of expenses

MTA NEW YORK CITY TRANSIT  
JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST  
CASH CONVERSION (CASH FLOW ADJUSTMENTS)  
October 2009  
(\$ in millions)

Table 6

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
<b>Receipts</b>								
Farebox Revenue	(\$2.6)	\$4.1	\$6.7	255.1	\$8.0	\$12.4	\$4.3	54.0
Vehicle Toll Revenue	0.0	0.0	0.0	-	0.0	0.0	0.0	-
Other Operating Revenue:								
Fare Reimbursement	(8.4)	(8.4)	0.0	0.0	(20.0)	(19.7)	0.3	1.7
Paratransit Reimbursement	(5.3)	(5.7)	(0.4)	(7.3)	9.8	10.3	0.4	4.3
Other	(4.7)	(3.8)	0.9	19.6	(0.7)	(3.2)	(2.5)	(377.5)
<b>Total Other Operating Revenue</b>	<b>(18.4)</b>	<b>(17.8)</b>	<b>0.5</b>	<b>3.0</b>	<b>(10.8)</b>	<b>(12.6)</b>	<b>(1.8)</b>	<b>(16.3)</b>
Capital and Other Reimbursements	0.0	5.5	5.5	-	(18.1)	(6.7)	11.4	63.0
<b>Total Receipts</b>	<b>(\$21.0)</b>	<b>(\$8.2)</b>	<b>\$12.8</b>	<b>60.9</b>	<b>(\$20.9)</b>	<b>(\$6.9)</b>	<b>\$14.0</b>	<b>66.8</b>
<b>Expenditures</b>								
<b>Labor:</b>								
Payroll	(70.7)	(61.4)	9.3	13.1	(18.8)	36.4	55.2	293.1
Overtime	(7.0)	(7.7)	(0.7)	(9.4)	(4.2)	0.2	4.3	104.0
<b>Total Salaries &amp; Wages</b>	<b>(77.7)</b>	<b>(69.1)</b>	<b>8.6</b>	<b>11.1</b>	<b>(23.0)</b>	<b>36.6</b>	<b>59.6</b>	<b>258.9</b>
Health and Welfare	(5.0)	(17.8)	(12.8)	(256.7)	19.4	6.5	(12.8)	(66.3)
OPEB Current Payment	0.0	0.0	0.0	-	0.0	0.0	0.0	-
Pensions	0.4	(1.6)	(2.0)	(484.1)	301.4	295.4	(6.0)	(2.0)
Other Fringe Benefits	(4.4)	(6.4)	(2.0)	(44.6)	6.1	9.0	2.9	47.9
<b>Total Fringe Benefits</b>	<b>(9.0)</b>	<b>(25.8)</b>	<b>(16.8)</b>	<b>(187.1)</b>	<b>326.8</b>	<b>310.9</b>	<b>(15.9)</b>	<b>(4.9)</b>
GASB Account	(4.8)	(4.5)	0.3	5.3	(34.0)	(33.1)	0.9	2.7
Reimbursable Overhead	0.0	0.0	0.0	-	0.0	0.0	0.0	-
<b>Total Labor Expenditures</b>	<b>(\$91.5)</b>	<b>(\$99.4)</b>	<b>(\$8.0)</b>	<b>(8.7)</b>	<b>\$269.8</b>	<b>\$314.3</b>	<b>\$44.6</b>	<b>16.5</b>
<b>Non-Labor:</b>								
Traction and Propulsion Power	(0.1)	0.0	0.1	108.0	(1.8)	3.5	5.3	300.0
Fuel for Buses and Trains	0.1	(0.3)	(0.4)	(528.6)	4.0	0.1	(3.8)	(96.7)
Insurance	4.7	3.6	(1.0)	(21.8)	(0.4)	16.1	16.5	-
Claims	0.6	0.1	(0.6)	(88.1)	4.2	4.8	0.6	13.8
Paratransit Service Contracts	(1.1)	4.6	5.7	519.1	(0.8)	6.2	7.0	879.1
Mtce. and Other Operating Contracts	0.0	0.8	0.8	-	(8.1)	(6.6)	1.5	18.1
Professional Service Contracts	0.0	0.3	0.3	-	5.6	2.8	(2.9)	(51.1)
Materials & Supplies	1.3	6.6	5.3	409.4	5.3	5.6	0.3	4.9
Other Business Expenses	0.0	1.8	1.8	-	(0.2)	9.6	9.8	-
<b>Total Non-Labor Expenditures</b>	<b>\$5.4</b>	<b>\$17.6</b>	<b>\$12.2</b>	<b>224.8</b>	<b>\$7.9</b>	<b>\$42.0</b>	<b>\$34.1</b>	<b>429.6</b>
<b>Other Expenditure Adjustments:</b>								
Other	0.0	0.0	0.0	-	0.0	0.0	0.0	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>-</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>-</b>
<b>Total Expenditures before Depreciation and OPEB</b>	<b>(\$86.0)</b>	<b>(\$81.8)</b>	<b>\$4.3</b>	<b>4.9</b>	<b>\$277.7</b>	<b>\$356.3</b>	<b>\$78.6</b>	<b>28.3</b>
Depreciation	107.5	104.3	(3.2)	(3.0)	1,029.9	1,020.1	(9.7)	(0.9)
OPEB Account	0.0	0.0	0.0	-	792.5	807.0	14.5	1.8
Environmental Remediation	0.0	0.0	0.0	-	0.0	1.8	1.8	-
<b>Total Expenditures</b>	<b>\$21.6</b>	<b>\$22.5</b>	<b>\$1.1</b>	<b>5.0</b>	<b>\$2,100.1</b>	<b>\$2,185.2</b>	<b>\$85.2</b>	<b>4.1</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$0.5</b>	<b>\$14.3</b>	<b>\$13.9</b>	<b>-</b>	<b>\$2,079.1</b>	<b>\$2,178.3</b>	<b>\$99.2</b>	<b>4.8</b>

NOTE: Totals may not add due to rounding.

NEW YORK CITY TRANSIT AUTHORITY (1)  
CONSOLIDATED BALANCE SHEETS  
(In Thousands)

	October 31, 2009 (Unaudited)	October 31, 2008 (Unaudited)
<b>ASSETS</b>		
Current assets:		
Cash	\$ 31,145	\$ 35,482
MTA Investment Pool	-	435,155
Receivables:		
Billed and unbilled charges due from New York City	22,750	23,923
Accrued subsidies	75,208	72,503
Due from MTA and constituent authorities	-	364,667
Other	53,577	58,822
Less allowance for doubtful accounts	(16,579)	(17,879)
Net receivables	134,956	502,036
Materials and supplies	220,433	203,585
Deferred pension asset	44,570	46,003
Prepaid pension expense	-	16,667
Prepaid expenses and other current assets	19,261	19,147
Total current assets	450,365	1,258,075
Due from MTA for purchase of capital assets	350,488	475,469
Capital assets, net of accumulated depreciation	29,855,543	27,365,936
Leased property under capital lease, net of accumulated amortization	88,769	91,180
Leasehold improvements on property, net of accumulated depreciation	141,938	158,608
Deferred expenses related to issuance of debt	18,113	19,964
Restricted deposits and other escrow funds	989	916
<b>TOTAL ASSETS</b>	<b>\$ 30,906,205</b>	<b>\$ 29,370,148</b>

**NOTES:**

(1) The New York City Transit Authority is the legal name of MTA New York City Transit.

Excludes SIRT OA

**LIABILITIES AND NET ASSETS**

	October 31, 2009 (Unaudited)	October 31, 2008 (Unaudited)
Current liabilities:		
Bank overdrafts payable	\$ 35,588	\$ 42,607
Accounts payable	153,720	146,669
Payable to MTA and constituent authorities	474,741	-
Accrued expenses:		
Salaries, wages and payroll taxes	155,907	90,693
Vacation, sick and other benefits	542,248	528,820
Retirement and death benefits	545,080	489,839
Estimated liability arising from injuries to persons	131,234	126,521
Pollution remediation projects	9,025	9,116
Other	104,836	97,550
Total accrued expenses	1,488,330	1,342,539
Unredeemed farecards and tokens	247,078	223,873
Deferred subsidy revenue	9,113	9,123
Other deferred revenue	20,929	15,436
Total current liabilities	2,429,499	1,780,247
Due to MTA for repayment of Certificates of Participation	236,481	246,655
Obligations under capital lease, long term	142,962	138,572
Postemployment benefits other than pensions	2,824,790	1,726,253
Estimated liability arising from injuries to persons	796,077	767,482
Pollution remediation projects	36,102	36,464
Other long-term liabilities	8,390	8,933
Restricted deposits and other escrow funds	989	916
Total liabilities	6,475,290	4,705,522
Net assets:		
Invested in capital assets, net of related debt	29,706,807	27,230,497
Restricted	-	-
Unrestricted	(5,275,892)	(2,565,871)
Total net assets	24,430,915	24,664,626
<b>TOTAL LIABILITIES AND NET ASSETS</b>	<b>\$ 30,906,205</b>	<b>\$ 29,370,148</b>

MTA NEW YORK CITY TRANSIT  
(PRELIMINARY) INVENTORY NOTES  
October 2009  
(\$ In millions)

	<u>10/31/2009</u>	<u>10/31/2008</u>
<u>Operating Inventory</u>		
Total	\$280.814	\$258,927
Shortage Reserve	(0.500)	(0.500)
Obsolescence Reserve	(60.200)	(55.200)
Net	\$220.114	\$203.227
 <u>Capital Reimbursable Inventory *</u>		
Total	1.320	1.358
Shortage Reserve	0.000	0.000
Obsolescence Reserve	(1.000)	(1.000)
Net	\$0.320	\$0.358
 <u>Total Gross Inventory</u>		
Total	282.134	260.285
Shortage Reserve	(0.500)	(0.500)
Obsolescence Reserve	(61.200)	(56.200)
Net	\$220.434	\$203.585

\* City Car Overhaul Program

MTA NEW YORK CITY TRANSIT  
PRELIMINARY REPORT ON ACCOUNTS RECEIVABLE  
October 2009  
(\$ in millions)

The following tables summarize the status of Accounts Receivable.

<u>Category</u>	<u>BILLED BALANCE</u>			
	<u>Billed</u> <u>Total</u>	<u>Under</u> <u>90 Days</u>	<u>90 Days -</u> <u>1 Year</u>	<u>Over</u> <u>1 Year</u>
New York City	20.3	3.1	4.2	13.0
MTA	137.2	126.3	4.3	6.6
Other	11.6	(1.4)	1.8	11.2
<b>Total</b>	<b>169.1</b>	<b>128.0</b>	<b>10.3</b>	<b>30.8</b>

<u>Category</u>	<u>UNBILLED BALANCE</u>			
	<u>Unbilled</u> <u>Total</u>	<u>Under</u> <u>90 Days</u>	<u>90 Days -</u> <u>1 Year</u>	<u>Over</u> <u>1 Year</u>
New York City	4.3	4.3	0.0	0.0
MTA	200.0	128.2	71.8	0.0
Other	0.3	0.3	0.0	0.0
<b>Total</b>	<b>204.6</b>	<b>132.8</b>	<b>71.8</b>	<b>0.0</b>

The following tables summarize Accounts Receivable activity.

	<u>CURRENT MONTH</u>			
	<u>NYC</u>	<u>MTA</u>	<u>Other</u>	<u>Total</u>
Beginning Balance	\$18.9	\$151.1	\$12.8	\$182.8
Billed during period	1.5	90.5	1.1	93.1
Collected during period	(0.1)	(104.4)	(2.3)	(106.8)
<b>Ending Balance</b>	<b>\$20.3</b>	<b>\$137.2</b>	<b>\$11.6</b>	<b>\$169.1</b>

	<u>YEAR TO DATE</u>			
	<u>NYC</u>	<u>MTA</u>	<u>Other</u>	<u>Total</u>
Beginning Balance	18.7	128.2	16.7	\$163.6
Billed during period	122.3	953.3	14.5	1,090.1
Collected during period	(120.7)	(944.3)	(19.6)	(1,084.6)
<b>Ending Balance</b>	<b>20.3</b>	<b>137.2</b>	<b>11.6</b>	<b>169.1</b>

MTA NEW YORK CITY TRANSIT  
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)  
OCTOBER 2009 YEAR-TO-DATE  
(\$ in millions)

	October 2009 Year-to-Date			Favorable/(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast	Actual Results	Mid-Year Forecast		November Forecast	
	\$	\$	\$	\$	%	\$	%
Total Revenue	2,793.1	2,817.1	2,817.4	24.3	0.9	0.3	0.0
Total Expenses before Depreciation, OPEB and Environmental Remediation	5,135.5	5,095.1	5,088.0	47.5	0.9	7.1	0.1
Depreciation	1,029.9	1,023.8	1,020.1	9.8	1.0	3.7	0.4
OPEB Account	792.5	807.0	807.0	(14.5)	(1.8)	0.0	0.0
Environmental Remediation	0.0	1.8	1.8	(1.8)	n/a	0.0	0.0
Total Expenses	6,957.9	6,927.7	6,916.9	41.0	0.6	10.8	0.2
Net Surplus/(Deficit)	(4,164.8)	(4,110.6)	(4,099.5)	65.3	1.6	11.1	0.3

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT  
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS  
OCTOBER 2009 YEAR-TO-DATE  
(\$ in millions)

	October 2009 Year-to-Date		
	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%	
Total Revenue (Nonreimbursable)	0.3	0.0	
Total Expenses (Nonreimbursable)	10.8	0.2	Labor favorable \$4.2M, Non-Labor favorable \$2.9M, Depreciation favorable \$3.7M.

NOTE: Regarding Mid-Year Forecast vs. Actual Results, variance explanations are provided in the monthly report to the Finance Committee.



### FINANCIAL AND RIDERSHIP REPORT

October 2009

(All data are preliminary and subject to audit)

Operating revenue year-to-date was \$5.3 million, under the forecast by less than \$0.1 million (0.8 percent), mainly due to the timing of real estate revenues. In October, operating revenue was \$0.6 million, under by less than \$0.1 million (1.8 percent), largely due to lower farebox revenues from a weak economy.

October 2009 average weekday ridership was 16,123, 3.3 percent (550 riders) under October 2008. Average weekday ridership for the twelve months ending October 2009 was 14,821, 6.7 percent (1,060 riders) under the previous twelve-month period. These results were mostly due to the weak economy.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were under the forecast year-to-date by \$1.7 million (4.7 percent). Labor was favorable by \$0.4 million (1.6 percent), mainly due to vacancies and absence control saving programs, partly offset by higher than forecasted vacancy coverage requirements and the unfavorable timing of inter-company billings for health & welfare expenses. Non-labor expenses were under the forecast by \$1.3 million (9.4 percent), primarily due to the favorable timing of inter-agency fleet maintenance expenses and reduced traction power consumption. In October, results were lower than the forecast by \$0.7 million (16.6 percent), essentially due to the same factors that affected year-to-date results.

Depreciation expenses were under the forecast by \$1.8 million (21.4 percent) year-to-date and by \$0.4 million (37.2 percent) in October. These results were due to the timing of assets reaching beneficial use.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, Staten Island Railway recorded \$2.3 million year-to-date and \$0.2 million in October, each equal to the forecast.

The operating cash deficit (excluding subsidies) year-to-date was \$27.4 million, \$2.5 million (8.5 percent) lower than the forecast, mainly due to the timing of inter-agency charges for fleet maintenance and reduced salaries & wages.

Table 1

MTA STATEN ISLAND RAILWAY  
JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST  
ACCRUAL STATEMENT of OPERATIONS by CATEGORY  
October 2009  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.429	\$0.407	(\$0.022)	(5.1)	\$0.000	\$0.000	\$0.000	-	\$0.429	\$0.407	(\$0.022)	(5.1)
Other Operating Revenue	0.225	0.235	0.010	4.4	0.000	0.000	0.000	-	0.225	0.235	0.010	4.4
Capital and Other Reimbursements	0.000	0.000	0.000	-	0.181	0.056	(0.125)	(69.1)	0.181	0.056	(0.125)	(69.1)
<b>Total Revenue</b>	<b>\$0.654</b>	<b>\$0.642</b>	<b>(\$0.012)</b>	<b>(1.8)</b>	<b>\$0.181</b>	<b>\$0.056</b>	<b>(\$0.125)</b>	<b>(69.1)</b>	<b>\$0.835</b>	<b>\$0.698</b>	<b>(\$0.137)</b>	<b>(16.4)</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	1.390	1.208	0.182	13.1	0.026	0.012	0.014	53.8	1.416	1.220	0.196	13.8
Overtime	0.018	0.052	(0.034)	(188.9)	0.088	0.023	0.065	73.9	0.106	0.075	0.031	29.2
Total Salaries & Wages	1.408	1.260	0.148	10.5	0.114	0.035	0.079	69.3	1.522	1.295	0.227	14.9
Health and Welfare	0.229	0.226	0.003	1.3	0.050	0.010	0.040	80.0	0.279	0.236	0.043	15.4
OPEB Current Payment	0.043	0.043	0.000	0.0	0.000	0.000	0.000	-	0.043	0.043	0.000	0.0
Pensions	0.448	0.450	(0.002)	(0.4)	0.008	0.008	0.000	0.0	0.456	0.458	(0.002)	(0.4)
Other Fringe Benefits	0.089	0.096	(0.007)	(7.9)	0.009	0.003	0.006	66.7	0.098	0.099	(0.001)	(1.0)
Total Fringe Benefits	0.809	0.815	(0.006)	(0.7)	0.067	0.021	0.046	68.7	0.876	0.836	0.040	4.6
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$2.217</b>	<b>\$2.075</b>	<b>\$0.142</b>	<b>6.4</b>	<b>\$0.181</b>	<b>\$0.056</b>	<b>\$0.125</b>	<b>69.1</b>	<b>\$2.398</b>	<b>\$2.131</b>	<b>\$0.267</b>	<b>11.1</b>
<b>Non-Labor:</b>												
Traction and Propulsion Power	0.275	0.207	0.068	24.7	0.000	0.000	0.000	-	0.275	0.207	0.068	24.7
Fuel for Buses and Trains	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Insurance	0.022	0.022	0.000	0.0	0.000	0.000	0.000	-	0.022	0.022	0.000	0.0
Claims	0.020	0.020	0.000	0.0	0.000	0.000	0.000	-	0.020	0.020	0.000	0.0
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Mtce. and Other Operating Contracts	1.400	0.940	0.460	32.9	0.000	0.000	0.000	-	1.400	0.940	0.460	32.9
Professional Service Contracts	0.035	0.035	0.000	0.0	0.000	0.000	0.000	-	0.035	0.035	0.000	0.0
Materials & Supplies	0.070	0.070	0.000	0.0	0.000	0.000	0.000	-	0.070	0.070	0.000	0.0
Other Business Expenses	0.001	0.000	0.001	100.0	0.000	0.000	0.000	-	0.001	0.000	0.001	100.0
<b>Total Non-Labor Expenses</b>	<b>\$1.823</b>	<b>\$1.294</b>	<b>\$0.529</b>	<b>29.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$1.823</b>	<b>\$1.294</b>	<b>\$0.529</b>	<b>29.0</b>
<b>Other Expenses Adjustments:</b>												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses</b>												
<b>before Depreciation and OPEB</b>	<b>\$4.040</b>	<b>\$3.369</b>	<b>\$0.671</b>	<b>16.6</b>	<b>\$0.181</b>	<b>\$0.056</b>	<b>\$0.125</b>	<b>69.1</b>	<b>\$4.221</b>	<b>\$3.425</b>	<b>\$0.796</b>	<b>18.9</b>
Depreciation	1.075	0.675	0.400	37.2	0.000	0.000	0.000	-	1.075	0.675	0.400	37.2
Other Post Employment Benefits	0.225	0.225	0.000	0.0	0.000	0.000	0.000	-	0.225	0.225	0.000	0.0
<b>Total Expenses</b>	<b>\$5.340</b>	<b>\$4.269</b>	<b>\$1.071</b>	<b>20.1</b>	<b>\$0.181</b>	<b>\$0.056</b>	<b>\$0.125</b>	<b>69.1</b>	<b>\$5.521</b>	<b>\$4.325</b>	<b>\$1.196</b>	<b>21.7</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$4.686)</b>	<b>(\$3.627)</b>	<b>\$1.059</b>	<b>22.6</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$4.686)</b>	<b>(\$3.627)</b>	<b>\$1.059</b>	<b>22.6</b>

MTA STATEN ISLAND RAILWAY  
JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST  
ACCRUAL STATEMENT of OPERATIONS by CATEGORY  
October 2009 Year-to-Date  
(\$ in millions)

Table 2

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$3.624	\$3.627	\$0.003	0.1	\$0.000	\$0.000	\$0.000	-	\$3.624	\$3.627	\$0.003	0.1
Other Operating Revenue	1.681	1.633	(0.048)	(2.9)	0.000	0.000	0.000	-	1.681	1.633	(0.048)	(2.9)
Capital and Other Reimbursements	0.000	0.000	0.000	-	1.125	0.520	(0.605)	(53.8)	1.125	0.520	(0.605)	(53.8)
<b>Total Revenue</b>	<b>\$5.305</b>	<b>\$5.260</b>	<b>(\$0.045)</b>	<b>(0.8)</b>	<b>\$1.125</b>	<b>\$0.520</b>	<b>(\$0.605)</b>	<b>(53.8)</b>	<b>\$6.430</b>	<b>\$5.780</b>	<b>(\$0.650)</b>	<b>(10.1)</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	12.695	12.079	0.616	4.9	0.214	0.166	0.048	22.4	12.909	12.245	0.664	5.1
Overtime	0.723	0.868	(0.145)	(20.1)	0.494	0.159	0.335	67.8	1.217	1.027	0.190	15.6
<b>Total Salaries &amp; Wages</b>	<b>13.418</b>	<b>12.947</b>	<b>0.471</b>	<b>3.5</b>	<b>0.708</b>	<b>0.325</b>	<b>0.383</b>	<b>54.1</b>	<b>14.126</b>	<b>13.272</b>	<b>0.854</b>	<b>6.0</b>
Health and Welfare	2.361	2.441	(0.080)	(3.4)	0.291	0.098	0.193	66.3	2.652	2.539	0.113	4.3
OPEB Current Payment	0.422	0.423	(0.001)	(0.2)	0.000	0.000	0.000	-	0.422	0.423	(0.001)	(0.2)
Pensions	4.521	4.528	(0.007)	(0.2)	0.070	0.072	(0.002)	(2.9)	4.591	4.600	(0.009)	(0.2)
Other Fringe Benefits	1.040	1.067	(0.027)	(2.6)	0.056	0.025	0.031	55.4	1.096	1.092	0.004	0.4
<b>Total Fringe Benefits</b>	<b>8.344</b>	<b>8.459</b>	<b>(0.115)</b>	<b>(1.4)</b>	<b>0.417</b>	<b>0.195</b>	<b>0.222</b>	<b>53.2</b>	<b>8.761</b>	<b>8.654</b>	<b>0.107</b>	<b>1.2</b>
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$21.762</b>	<b>\$21.406</b>	<b>\$0.356</b>	<b>1.6</b>	<b>\$1.125</b>	<b>\$0.520</b>	<b>\$0.605</b>	<b>53.8</b>	<b>\$22.887</b>	<b>\$21.926</b>	<b>\$0.961</b>	<b>4.2</b>
<b>Non-Labor:</b>												
Traction and Propulsion Power	2.582	2.268	0.314	12.2	0.000	0.000	0.000	-	2.582	2.268	0.314	12.2
Fuel for Buses and Trains	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Insurance	0.223	0.223	0.000	0.0	0.000	0.000	0.000	-	0.223	0.223	0.000	0.0
Claims	0.216	0.216	0.000	0.0	0.000	0.000	0.000	-	0.216	0.216	0.000	0.0
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Mtce. and Other Operating Contracts	9.698	8.710	0.988	10.2	0.000	0.000	0.000	-	9.698	8.710	0.988	10.2
Professional Service Contracts	0.323	0.323	0.000	0.0	0.000	0.000	0.000	-	0.323	0.323	0.000	0.0
Materials & Supplies	0.875	0.875	0.000	0.0	0.000	0.000	0.000	-	0.875	0.875	0.000	0.0
Other Business Expenses	0.003	0.000	0.003	100.0	0.000	0.000	0.000	-	0.003	0.000	0.003	100.0
<b>Total Non-Labor Expenses</b>	<b>\$13.920</b>	<b>\$12.615</b>	<b>\$1.305</b>	<b>9.4</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$13.920</b>	<b>\$12.615</b>	<b>\$1.305</b>	<b>9.4</b>
Other Expenses Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$35.682</b>	<b>\$34.021</b>	<b>\$1.661</b>	<b>4.7</b>	<b>\$1.125</b>	<b>\$0.520</b>	<b>\$0.605</b>	<b>53.8</b>	<b>\$36.807</b>	<b>\$34.541</b>	<b>\$2.266</b>	<b>6.2</b>
Depreciation	8.182	6.427	1.755	21.4	0.000	0.000	0.000	-	8.182	6.427	1.755	21.4
Other Post Employment Benefits	2.250	2.250	0.000	0.0	0.000	0.000	0.000	-	2.250	2.250	0.000	0.0
<b>Total Expenses</b>	<b>\$46.114</b>	<b>\$42.698</b>	<b>\$3.416</b>	<b>7.4</b>	<b>\$1.125</b>	<b>\$0.520</b>	<b>\$0.605</b>	<b>53.8</b>	<b>\$47.239</b>	<b>\$43.218</b>	<b>\$4.021</b>	<b>8.5</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$40.809)</b>	<b>(\$37.438)</b>	<b>\$3.371</b>	<b>8.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$40.809)</b>	<b>(\$37.438)</b>	<b>\$3.371</b>	<b>8.3</b>

MTA STATEN ISLAND RAILWAY  
JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST  
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS  
October 2009  
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH		Reason for Variance	YEAR-TO-DATE		
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	Non Reimb.	(0.022)	(5.1)%	Impact of slowing economy.			
Payroll	Non Reimb.	0.182	13.1%	Vacancy/absence control savings			
Overtime	Non Reimb.	(0.034)	(188.9)%	Timing of departmental requirements	(0.145)	(20.1)%	Timing of departmental requirements
Other Fringe Benefits	Non Reimb.	(0.007)	(7.9)%	Timing of inter-company billing			
Traction and Propulsion Power	Non Reimb.	0.068	24.7%	Consumption underrun	0.314	12.2%	Consumption underrun
Mtce. And Other Operating	Non Reimb.	0.460	32.9%	Timing of fleet maintenance	0.988	10.2%	Timing of fleet maintenance
Other Business Expenses	Non Reimb.	0.001	100.0%	Timing of actual usage	0.003	100.0%	Timing of actual usage
Capital and Other Reimbursements	Reimb.	(0.125)	(69.1)%	Timing of Contractor requirements	(0.605)	(53.8)%	Timing of Contractor requirements
Payroll	Reimb.	0.014	53.8%	Timing of Contractor requirements	0.048	22.4%	Timing of Contractor requirements
Overtime	Reimb.	0.065	73.9%	Timing of Contractor requirements	0.335	67.8%	Timing of Contractor requirements
Health and Welfare	Reimb.	0.040	80.0%	Timing of Contractor requirements	0.193	66.3%	Timing of Contractor requirements
Other Fringe Benefits	Reimb.	0.006	66.7%	Timing of Contractor requirements	0.031	55.4%	Timing of Contractor requirements

MTA STATEN ISLAND RAILWAY  
JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST  
CASH RECEIPTS and EXPENDITURES  
October 2009  
(\$ in millions)

Table 4

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$0.429	\$0.389	(\$0.040)	(9.3)	\$3.630	\$3.562	(\$0.068)	(1.9)
Investment Income	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.009	0.011	0.002	22.2	2.051	2.036	(0.015)	(0.7)
Capital and Other Reimbursements	0.158	0.050	(0.108)	(68.4)	1.168	0.601	(0.567)	(48.5)
<b>Total Receipts</b>	<b>\$0.596</b>	<b>\$0.450</b>	<b>(\$0.146)</b>	<b>(24.5)</b>	<b>\$6.849</b>	<b>\$6.199</b>	<b>(\$0.650)</b>	<b>(9.5)</b>
<b>Expenditures</b>								
<b>Labor:</b>								
Payroll	1.315	1.075	0.240	18.3	13.124	12.394	0.730	5.6
Overtime	0.106	0.087	0.019	17.9	1.225	1.106	0.119	9.7
Health and Welfare	0.266	0.252	0.014	5.3	2.674	2.630	0.044	1.6
OPEB Current Payment	0.043	0.043	0.000	0.0	0.422	0.422	0.000	0.0
Pensions	0.456	0.458	(0.002)	(0.4)	4.591	4.600	(0.009)	(0.2)
Other Fringe Benefits	0.089	0.113	(0.024)	(27.0)	1.105	1.293	(0.188)	(17.0)
GASB Account	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	-
<b>Total Labor Expenditures</b>	<b>\$2.275</b>	<b>\$2.028</b>	<b>\$0.247</b>	<b>10.9</b>	<b>\$23.141</b>	<b>\$22.445</b>	<b>\$0.696</b>	<b>3.0</b>
<b>Non-Labor:</b>								
Traction and Propulsion Power	0.275	0.207	0.068	24.7	2.581	2.268	0.313	12.1
Fuel for Buses and Trains	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Insurance	0.028	0.000	0.028	100.0	0.210	0.096	0.114	54.3
Claims	0.020	0.010	0.010	50.0	0.213	0.271	(0.058)	(27.2)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Mtce. and Other Operating Contracts	1.550	1.067	0.483	31.2	9.367	7.218	2.149	22.9
Professional Service Contracts	0.045	0.116	(0.071)	(157.8)	0.300	0.355	(0.055)	(18.3)
Materials & Supplies	0.040	0.042	(0.002)	(5.0)	0.940	0.920	0.020	2.1
Other Business Expenditures	0.001	0.000	0.001	100.0	0.003	0.000	0.003	100.0
<b>Total Non-Labor Expenditures</b>	<b>\$1.959</b>	<b>\$1.442</b>	<b>\$0.517</b>	<b>26.4</b>	<b>\$13.614</b>	<b>\$11.128</b>	<b>\$2.486</b>	<b>18.3</b>
<b>Other Expenditure Adjustments:</b>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$4.234</b>	<b>\$3.470</b>	<b>\$0.764</b>	<b>18.0</b>	<b>\$36.755</b>	<b>\$33.573</b>	<b>\$3.182</b>	<b>8.7</b>
<b>Operating Cash Deficit</b>	<b>(\$3.638)</b>	<b>(\$3.020)</b>	<b>\$0.618</b>	<b>17.0</b>	<b>(\$29.906)</b>	<b>(\$27.374)</b>	<b>\$2.532</b>	<b>8.5</b>

MTA STATEN ISLAND RAILWAY  
JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST  
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS  
October 2009  
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	(0.040)	(9.3%)	Impact of slowing economy.			
Other Operating Revenue	0.002	22.2%	Timing of MTA Real Estate receipts			
Capital and Other Reimbursements	(0.108)	(68.4%)	Timing of contractor requirements	(0.567)	(48.5%)	Timing of contractor requirements
Payroll	0.240	18.3%	Timing of inter-company billing, Vacancy/absence control savings	0.730	5.6%	Timing of inter-company billing, Vacancy/absence control savings
Overtime	0.019	17.9%	Timing of departmental requirements	0.119	9.7%	Timing of departmental requirements
Health and Welfare	0.014	5.3%	Timing of inter-company billing			
Other Fringe Benefits	(0.024)	(27.0%)	Timing of inter-company billing	(0.188)	(17.0%)	Timing of inter-company billing
Traction and Propulsion Power	0.068	24.7%	Consumption Underrun	0.313	12.1%	Consumption Underrun
Insurance	0.028	100.0%	Timing of inter-company billing	0.114	54.3%	Timing of inter-company billing
Claims	0.010	50.0%	Timing of 3rd party claims	(0.058)	(27.2%)	Timing of 3rd party claims
Mtce. and Other Operating Contracts	0.483	31.2%	Timing of inter-company billing	2.149	22.9%	Timing of inter-company billing
Professional Service Contracts	(0.071)	(157.8%)	Timing of inter-company billing	(0.055)	(18.3%)	Timing of inter-company billing
Materials and Supplies	(0.002)	(5.0%)	Timing of inter-company billing			
Other Business Expenses	0.001	100.0%	Timing of actual usage	0.003	100.0%	Timing of actual usage

MTA STATEN ISLAND RAILWAY  
JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST  
CASH CONVERSION (CASH FLOW ADJUSTMENTS)  
October 2009  
(\$ in millions)

Table 6

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$0.000	(\$0.018)	(\$0.018)	-	\$0.006	(\$0.065)	(\$0.071)	(1,183.3)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	(0.216)	(0.224)	(0.008)	(3.7)	0.370	0.403	0.033	8.9
Capital and Other Reimbursements	(0.023)	(0.006)	0.017	73.9	0.043	0.081	0.038	88.4
<b>Total Receipts</b>	<b>(\$0.239)</b>	<b>(\$0.248)</b>	<b>(\$0.009)</b>	<b>(3.8)</b>	<b>\$0.419</b>	<b>\$0.419</b>	<b>\$0.000</b>	<b>0.0</b>
<b>Expenditures</b>								
<b>Labor:</b>								
Payroll	0.101	0.145	0.044	43.6	(0.215)	(0.149)	0.066	30.7
Overtime	0.000	(0.012)	(0.012)	-	(0.008)	(0.079)	(0.071)	-
Health and Welfare	0.013	(0.016)	(0.029)	-	(0.022)	(0.091)	(0.069)	-
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.001	0.001	-
Pensions	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Fringe Benefits	0.009	(0.014)	(0.023)	(255.6)	(0.009)	(0.201)	(0.192)	-
GASB Account	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	-
<b>Total Labor Expenditures</b>	<b>\$0.123</b>	<b>\$0.103</b>	<b>(\$0.020)</b>	<b>(16.3)</b>	<b>(\$0.254)</b>	<b>(\$0.519)</b>	<b>(\$0.265)</b>	<b>(104.3)</b>
<b>Non-Labor:</b>								
Traction and Propulsion Power	0.000	0.000	0.000	-	0.001	0.000	(0.001)	(100.0)
Fuel for Buses and Trains	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Insurance	(0.006)	0.022	0.028	466.7	0.013	0.127	0.114	876.9
Claims	0.000	0.010	0.010	-	0.003	(0.055)	(0.058)	(1,933.3)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Mtce. and Other Operating Contracts	(0.150)	(0.127)	0.023	-	0.331	1.492	1.161	350.8
Professional Service Contracts	(0.010)	(0.081)	(0.071)	(710.0)	0.023	(0.032)	(0.055)	(239.1)
Materials & Supplies	0.030	0.028	(0.002)	(6.7)	(0.065)	(0.045)	0.020	30.8
Other Business Expenditures	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Non-Labor Expenditures</b>	<b>(\$0.136)</b>	<b>(\$0.148)</b>	<b>(\$0.012)</b>	<b>-</b>	<b>\$0.306</b>	<b>\$1.487</b>	<b>\$1.181</b>	<b>-</b>
<b>Other Expenditures Adjustments:</b>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>(\$0.013)</b>	<b>(\$0.045)</b>	<b>(\$0.032)</b>	<b>(246.2)</b>	<b>\$0.052</b>	<b>\$0.968</b>	<b>\$0.916</b>	<b>1,761.5</b>
Depreciation Adjustment	1.075	0.675	(0.400)	(37.2)	8.182	6.427	(1.755)	(21.4)
Other Post Employment Benefits	0.225	0.225	0.000	0.0	2.250	2.250	0.000	0.0
<b>Total Expenditures</b>	<b>\$1.287</b>	<b>\$0.855</b>	<b>(\$0.432)</b>	<b>(33.6)</b>	<b>\$10.484</b>	<b>\$9.645</b>	<b>(\$0.839)</b>	<b>(8.0)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$1.048</b>	<b>\$0.607</b>	<b>(\$0.441)</b>	<b>(42.1)</b>	<b>\$10.903</b>	<b>\$10.064</b>	<b>(\$0.839)</b>	<b>(7.7)</b>

MTA STATEN ISLAND RAILWAY  
JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST  
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS  
October 2009

<u>Function/Departments</u>	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
<b>Administration</b>			
Executive	10	11	(1)
General Office	10	10	0
Purchasing/Stores	6	6	0
<b>Operations</b>			
Transportation	96	94	2
<b>Maintenance</b>			
Mechanical	35	34	1
Car and Station Cleaning	17	18	(1)
Power/Signals	25	25	0
Maintenance of Way	47	46	1
Bridge and Buildings	21	20	1
Material Handling	2	2	0
<b>Total Positions</b>	<b>269</b>	<b>266</b>	<b>3</b>
Non-Reimbursable	266	263	3
Reimbursable	3	3	0
<b>Total Full-Time</b>	<b>269</b>	<b>266</b>	<b>3</b>
<b>Total Full-Time-Equivalents</b>	<b>0</b>	<b>0</b>	<b>0</b>

MTA STATEN ISLAND RAILWAY  
JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST  
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION  
October 2009

	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<b>Administration</b>				
Managers/Supervisors	12	13	(1)	Pending Attrition
Professional, Technical, Clerical	14	14	0	
Operational Hourlies			0	
Total Administration	26	27	(1)	
<b>Operations</b>				
Managers/Supervisors	7	8	(1)	Recruiting ahead of schedule
Professional, Technical, Clerical	4	3	1	
Operational Hourlies	85	83	2	
Total Operations	96	94	2	Recruiting
<b>Maintenance</b>				
Managers/Supervisors	8	8	0	Recruiting
Professional, Technical, Clerical	3	3	0	
Operational Hourlies	136	134	2	
Total Maintenance	147	145	2	
<b>Engineering/Capital</b>				
Managers/Supervisors	0	0	0	
Professional, Technical, Clerical	0	0	0	
Operational Hourlies	0	0	0	
Total Engineering/Capital	0	0	0	
<b>Public Safety</b>				
Managers/Supervisors	0	0	0	
Professional, Technical, Clerical	0	0	0	
Operational Hourlies (other than uniformed)	0	0	0	
Total Public Safety	0	0	0	
<b>Total Positions</b>				
Managers/Supervisors	27	29	(2)	
Professional, Technical, Clerical	21	20	1	
Operational Hourlies	221	217	4	
Total Positions	269	266	3	

**MTA STATEN ISLAND RAILWAY  
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)  
2009 MID-YEAR FORECAST VERSUS 2009 PRELIMINARY ACTUAL  
(in millions)**

<u>Month of October</u>				
<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.412	0.387	(0.025)	(6.1%)	Delay of Tompkinsville implementation (MYF assumed 10/23/09 start).
<u>Year to Date</u>				
3.455	3.431	(0.024)	(0.7%)	

Note: SIR ridership includes estimated non-St. George students.

**MTA STATEN ISLAND RAILWAY  
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)  
2008 ACTUAL VERSUS 2009 PRELIMINARY ACTUAL  
(in millions)**

	Month of October				
	2008	2009	Variance		Explanation
			Amount	Percent	
Average Weekday	0.017	0.016	(0.001)	(3.3%)	Weak economy.
Average Weekend	0.007	0.007	(0.000)	(1.7%)	
	12-Month Rolling Average				
Average Weekday	0.016	0.015	(0.001)	(6.7%)	Weak economy.
Average Weekend	0.007	0.007	0.000	1.1%	

Note: SIR ridership includes estimated non-St. George students.

**MTA STATEN ISLAND RAILWAY**  
**MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)**  
**OCTOBER 2009 YEAR-TO-DATE**  
(\$ in millions)

	October Year-to-Date			Favorable (Unfavorable) Variance			
	<u>Mid-Year Forecast</u>	<u>November Forecast</u>	<u>Actual</u>	<u>Mid-Year Forecast</u>		<u>November Forecast</u>	
	\$	\$	\$	\$	%	\$	%
Total Revenue	5.3	5.2	5.3	(0.0)	(0.8)	0.1	1.2
Total Expenses before Depreciation and Other Post Employment Benefits	35.7	34.5	34.0	1.7	4.7	0.5	1.4
Depreciation	8.2	6.4	6.4	1.8	21.4	(0.0)	(0.4)
Other Post Employment Benefits	2.3	2.3	2.3	0.0	0.0	0.0	2.2
Total Expenses	46.1	43.2	42.7	3.4	7.4	0.5	1.2
<b>Net Surplus/(Deficit)</b>	<b>(40.8)</b>	<b>(38.0)</b>	<b>(37.4)</b>	<b>3.4</b>	<b>8.3</b>	<b>0.6</b>	<b>1.5</b>

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY  
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS  
NON-REIMBURSABLE  
OCTOBER 2009 YEAR-TO-DATE  
(\$ in millions)

		October 2009 Year-to-Date		Reason for Variance
		Favorable (Unfavorable) Variance		
		\$	%	
90	Total Revenue	0.1	1.2	Primarily due to \$0.1 million of combined increases in Farebox Revenue and Other Operating Revenue.
	Total Expenses	0.5	1.2	Primarily due to \$0.1 million of labor expense underruns associated with vacancy savings, \$0.1 million in lower traction power and \$0.2 million from the favorable timing of fleet maintenance expenses.

NOTE: Regarding Mid-Year Forecast vs. Actual results, variance explanations are provided in the monthly report to the Finance Committee.



## New York City Transit

### FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

Through October 31, NYC Transit's performance against its 2009 Capital Project Milestones was:

	(\$ Millions)		
	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$63	\$43	69
Design Completions	79	52	65
Construction Awards*	2,420	1,713	71
Substantial Completions	1,810	1,614	89
Construction Closeouts	1,771	624	35

During October, NYCT awarded a \$10.6 million project, funded by stimulus monies from the American Recovery and Reinvestment Act of 2009 (ARRA), to install overheating protection equipment in 15 communication rooms at various locations in Manhattan, Brooklyn and Queens.

During the same period, NYCT substantially completed projects totaling \$200.6 million. The completions included:

- acceptance of 50 'B' Division R160 railcars;
- rehabilitation of 2.4 track miles of tunnel structure and tunnel lighting from 168th Street to 207th Street on the 8th Avenue **A** **C** Lines in Manhattan;
- reconstruction of existing ductwork for the traction power system from the Cliff Street Substation to the circuit breaker house at William Street in lower Manhattan; and
- rehabilitation of four electrical power substation enclosures on the Staten Island Railway.

Also during October, NYCT started four design projects totaling \$2.3 million, completed two designs for \$5.2 million, and closed out five projects for \$74.0 million.

\* Planned goals adjusted to include ARRA projects

## Capital Program Status

During October, NYCT awarded a \$10.6 million project, funded by stimulus monies from the American Recovery and Reinvestment Act of 2009, to install HVAC equipment (air conditioners and/or exhaust fans) in 15 communication rooms at various subway locations in Manhattan, Brooklyn and Queens. The upgrades will provide overheating protection for vital communications equipment. The project scope includes mechanical, electrical, structural, and instrumentation and controls work.

Also in October, NYCT substantially completed projects totaling \$200.6 million, including the \$71.4 million rehabilitation of a 2.4 mile segment of tunnel structure and tunnel lighting from the 168th Street Station to the 207th Street Station on the 8th Avenue **A C** Lines, and the yard lead tunnel extending from Dyckman Street to the 207th Street Yard. The project scope included the replacement of antiquated incandescent tunnel lighting with energy efficient compact fluorescent fixtures and receptacles, water remediation, repair and replacement of structural steel, concrete repairs, and associated electrical, communication, signal and environmental work.

NYCT also completed a \$6.1 million project to rehabilitate four electrical power substation enclosures on the Staten Island Railway. The above ground substations are in close proximity to the Old Town, Grant City, Eltingville and Atlantic Stations along the right-of-way. The project scope included window, door and roof replacement, brickwork, structural repairs, environmental cleanup of hazardous materials, and fire and safety improvements. The electrical equipment housed in each substation was modernized under previous contracts.

NYCT substantially completed a \$10.9 million project to reconstruct the existing ductwork for the traction power system along Fulton Street in lower Manhattan from the Cliff Street Substation to the circuit breaker house at William Street.

NYCT also accepted 50 'B' Division R160 railcars valued at \$108.4 million.

During October, NYCT started four design projects totaling \$2.3 million, completed two designs for \$5.2 million, and closed out five projects for \$74.0 million.

The following table presents the base and final budgets, closeout target dates, and schedule variances for the five projects NYCT closed-out in October.

**Projects Closed During October 2009**  
(\$ in millions)

<b>Project</b>	<b>Base Budget</b>	<b>Current Budget</b>	<b>Original Date</b>	<b>Months Delay</b>
22 Communications Rooms IND / BMT	\$11.3	\$13.0	10/07	24
41 Communications Rooms IND / BMT	19.9	21.1	12/07	22
SIR - Structures Repair 6 Bridges	17.0	17.1	10/09	0
Station Improvements: Mets-Willets Point / Flushing Line	14.3	15.0	10/09	0
Alleviate Flooding at 3 Locations – Manhattan	7.3	7.7	03/11	(5)

Closeouts for 22 and 41 communications rooms were delayed 24 and 22 months respectively due to protracted legal settlement issues, which included credits and liquidated damages assessed to the surety company. The surety entered into a takeover agreement with NYCT in January 2005, assigning the remaining work to a replacement contractor for both projects after the original contractor was defaulted due to poor performance.

**Status of Fan Plants and Fans**  
(as of October 31, 2009)

<u>Fan Plants</u>	<u>October '08</u>	<u>October '09</u>	<u>More/(Less)</u>
All	190	193	3
Operable	177	174	(3)
Inoperable	13	19	6
Reduced Capacity	0	0	0

<u>Fan Units</u>	<u>October '08</u>	<u>October '09</u>	<u>More/(Less)</u>
All	396	394	(2)
Operable	370	358	(12)
Inoperable	26	36	10
Reduced Capacity	0	0	0

**Inoperable Fan Plants and Fans**  
(as of October 31, 2009)

<u>Jurisdiction</u>	<u>Fan Plants</u>	<u>Fan Units</u>
Capital Program Management	9	17
MOW / Hydraulics	3	12
Warranty Work	7	7
Total	19	36

# CAPITAL PROJECT MILESTONE SUMMARY 2009

(THROUGH OCTOBER 31, 2009)

MILESTONES PLANNED		MILESTONES ACCOMPLISHED		PERCENT PERFORMANCE	
\$M	#	\$M	#	%(\$)	%(#)

## October

Design Starts	\$3.7	2	\$2.3	4	61.7	200.0
Design Completions	8.0	4	5.2	2	64.5	50.0
Construction Awards	118.4	9	10.6	1	9.0	11.1
Substantial Completions	143.5	7	200.6	8	139.8	114.3
Construction Closeouts	274.4	11	74.0	5	27.0	45.5

## 2009 Year-To-Date

Design Starts	\$63.1	43	\$43.3	39	68.6	90.7
Design Completions	79.1	59	51.7	33	65.4	55.9
Construction Awards *	2,419.7	97	1,712.9	87	70.8	89.7
Substantial Completions	1,810.1	79	1,613.8	66	89.2	83.5
Construction Closeouts	1,771.0	84	623.9	42	35.2	50.0

## 2009 Projected To-Year-End

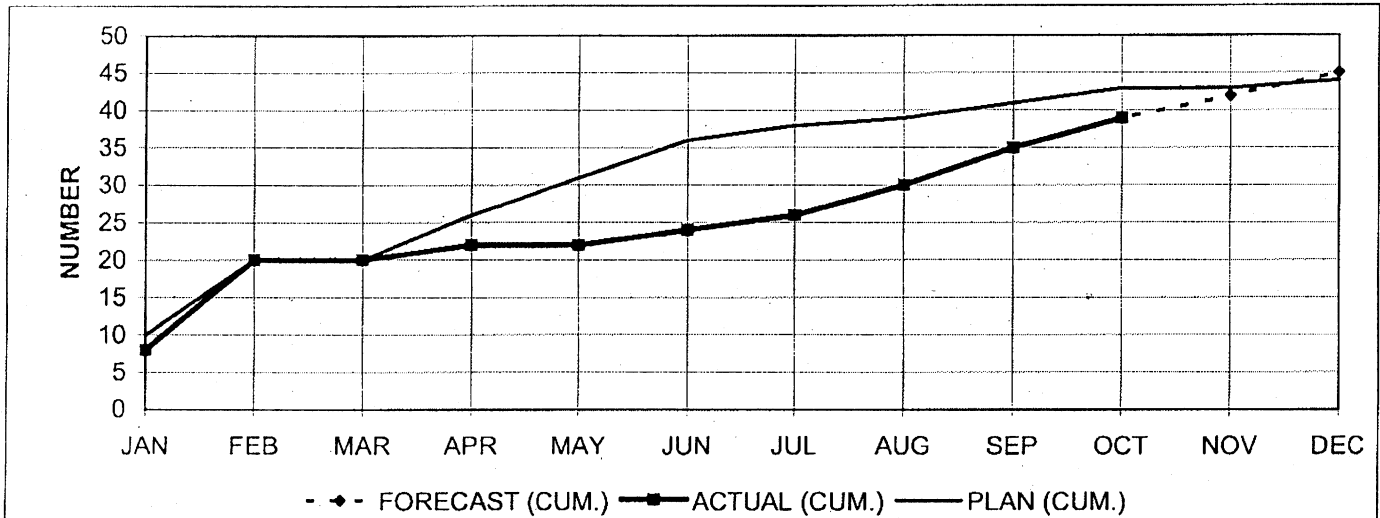
	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$63.6	44	\$56.3	45	88.6	102.3
Design Completions	123.7	86	120.0	73	97.0	84.9
Construction Awards *	3,085.0	116	1,876.7	99	60.8	85.3
Substantial Completions	2,728.2	110	2,414.5	104	88.5	94.5
Construction Closeouts	3,625.1	107	3,237.5	88	89.3	82.2

Totals do not include contingency, emergency funds and miscellaneous reserves;  
performance percentages include early accomplishments.

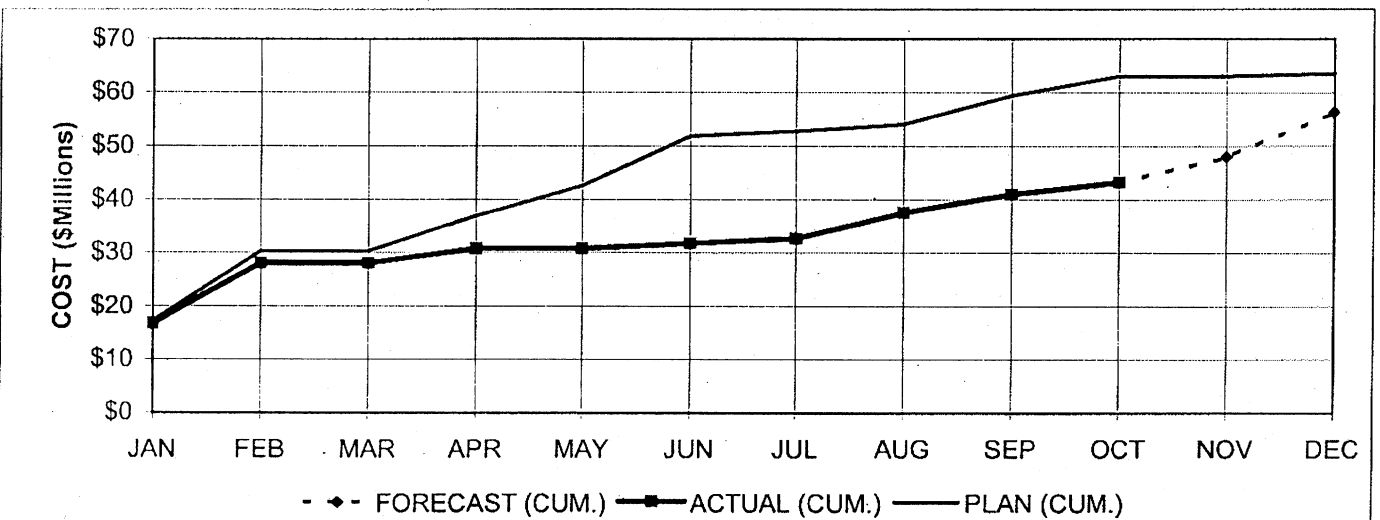
\* Planned goals adjusted to include ARRA projects.

## 2009 Design Starts Charts

As of October 2009



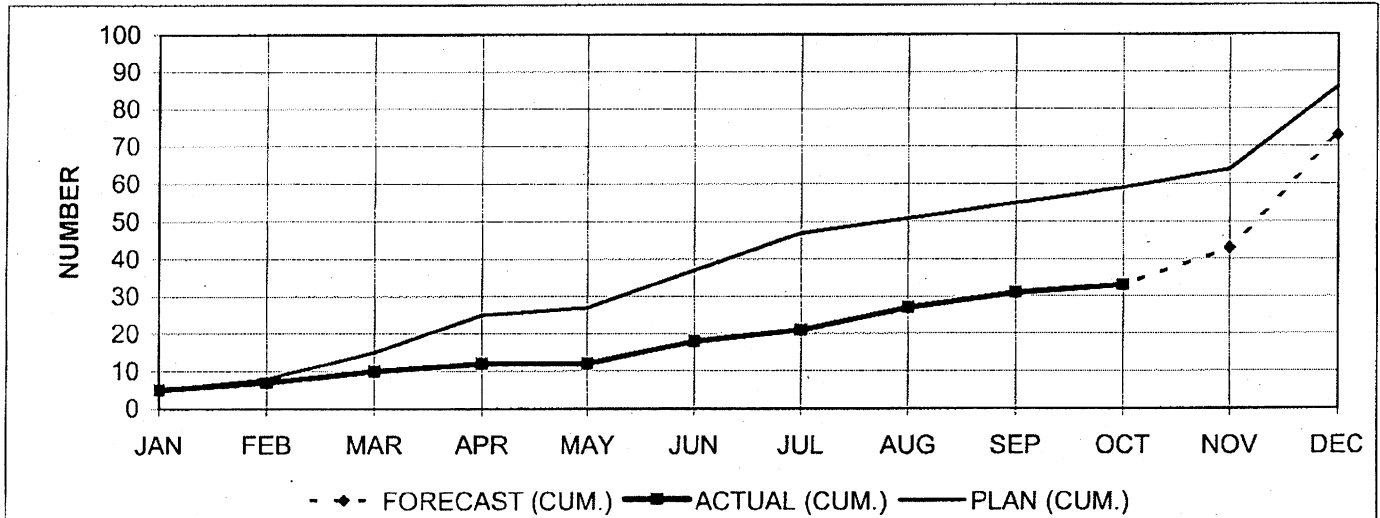
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)	8	12	0	2	0	2	2	4	5	4	3	3
ACTUAL (NON-CUM.)	8	12	0	2	0	2	2	4	5	4	0	1
PLAN (NON-CUM.)	10	10	0	6	5	5	2	1	2	2	0	1
FORECAST (CUM.)	8	20	20	22	22	24	26	30	35	39	42	45
ACTUAL (CUM.)	8	20	20	22	22	24	26	30	35	39	43	44
PLAN (CUM.)	10	20	20	26	31	36	38	39	41	43	43	44



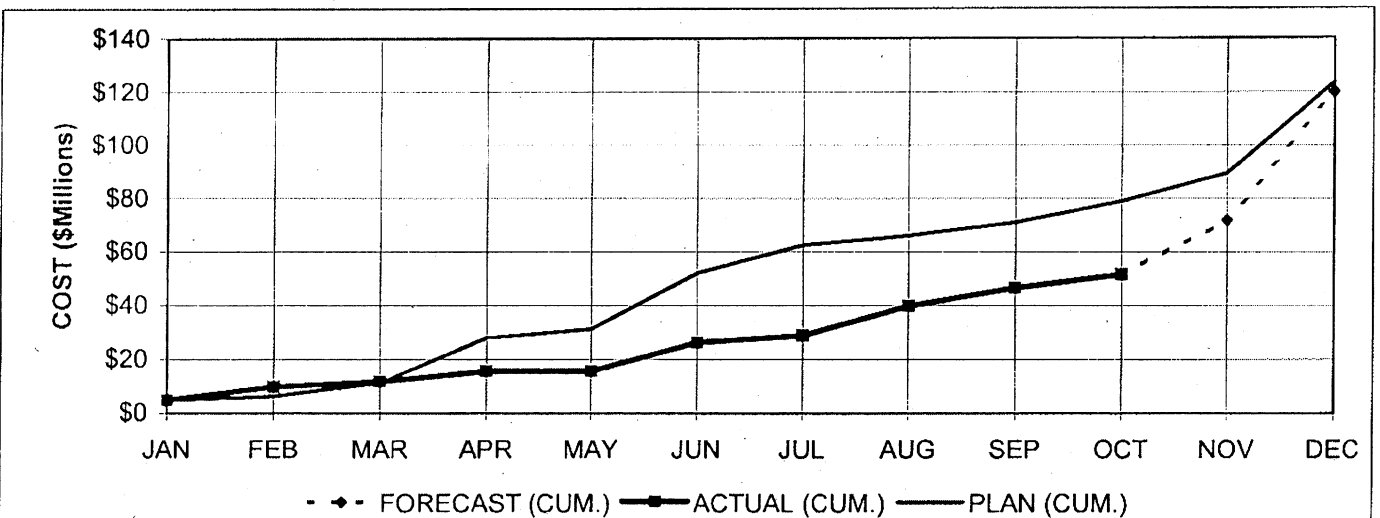
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)	16.8	11.4	0.0	2.7	0.0	1.1	0.9	4.8	3.4	2.3	4.8	8.3
ACTUAL (NON-CUM.)	16.8	11.4	0.0	2.7	0.0	1.1	0.9	4.8	3.4	2.3	0.0	0.5
PLAN (NON-CUM.)	17.3	13.1	0.0	6.6	5.6	9.3	1.0	1.3	5.3	3.7	0.0	0.5
FORECAST (CUM.)	16.8	28.2	28.2	30.8	30.8	31.9	32.8	37.6	41.0	43.3	48.0	56.3
ACTUAL (CUM.)	16.8	28.2	28.2	30.8	30.8	31.9	32.8	37.6	41.0	43.3	63.1	63.6
PLAN (CUM.)	17.3	30.4	30.4	37.0	42.6	51.9	52.8	54.1	59.4	63.1	63.1	63.6

## 2009 Design Completions Charts

As of October 2009



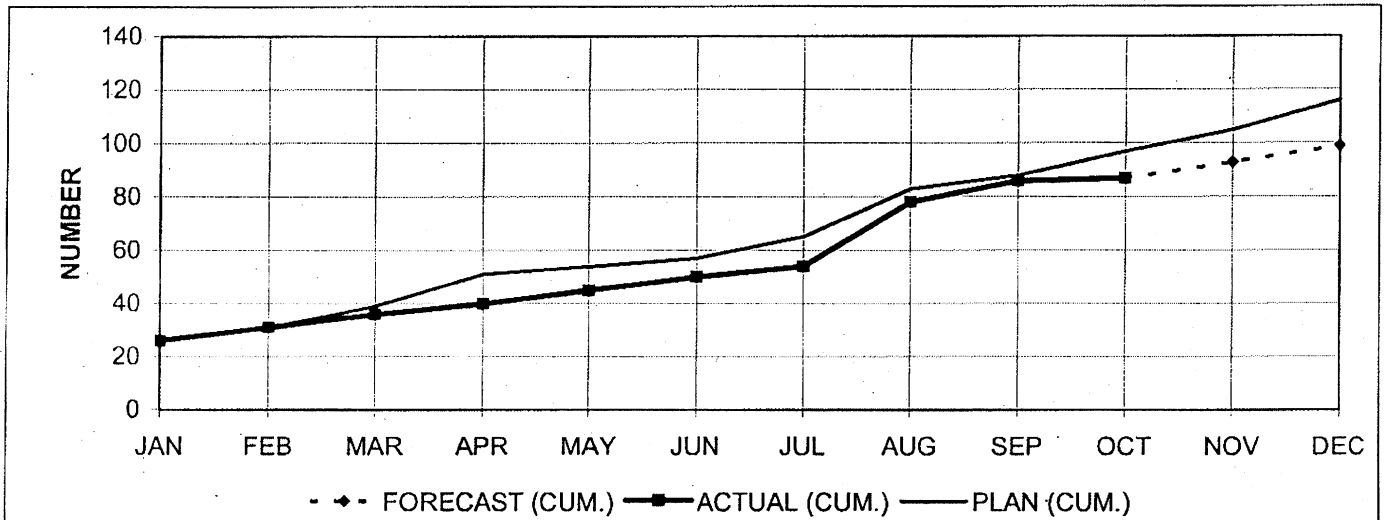
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)											10	30
ACTUAL (NON-CUM.)	5	2	3	2	0	6	3	6	4	2		
PLAN (NON-CUM.)	5	3	7	10	2	10	10	4	4	4	5	22
FORECAST (CUM.)											43	73
ACTUAL (CUM.)	5	7	10	12	12	18	21	27	31	33		
PLAN (CUM.)	5	8	15	25	27	37	47	51	55	59	64	86



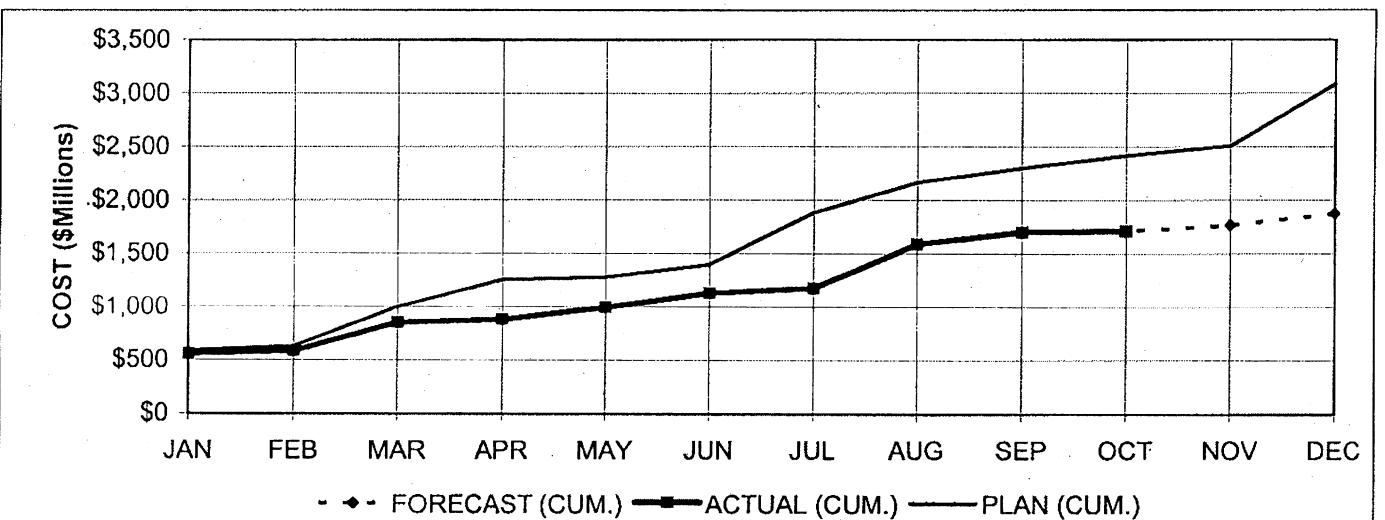
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)											20.2	48.1
ACTUAL (NON-CUM.)	5.0	4.9	2.0	3.9	0.0	10.6	2.6	10.9	6.7	5.2		
PLAN (NON-CUM.)	4.8	1.6	4.9	16.8	3.2	21.0	10.4	3.6	4.9	8.0	10.6	34.0
FORECAST (CUM.)											71.9	120.0
ACTUAL (CUM.)	5.0	9.9	11.8	15.8	15.8	26.4	29.0	39.9	46.6	51.8		
PLAN (CUM.)	4.8	6.4	11.3	28.1	31.3	52.2	62.7	66.3	71.2	79.1	89.7	123.7

## 2009 Awards Charts

As of October 2009



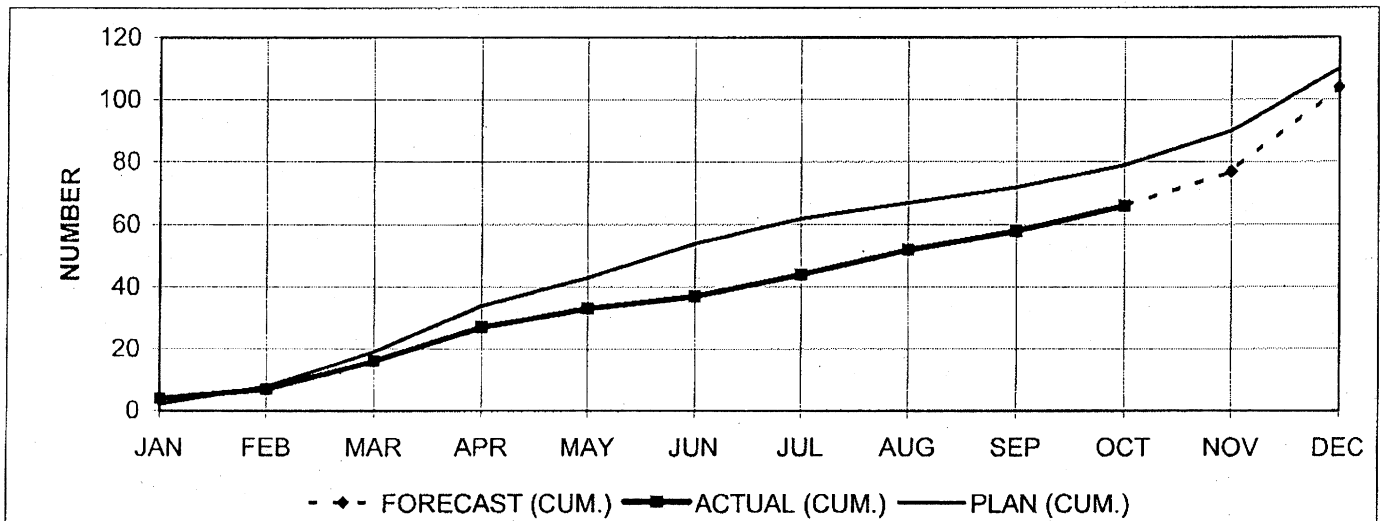
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)											6	6
ACTUAL (NON-CUM.)	26	5	5	4	5	5	4	24	8	1	8	11
PLAN (NON-CUM.)	26	5	8	12	3	3	8	18	5	9	8	11
FORECAST (CUM.)											93	99
ACTUAL (CUM.)	26	31	36	40	45	50	54	78	86	87	105	116
PLAN (CUM.)	26	31	39	51	54	57	65	83	88	97	105	116



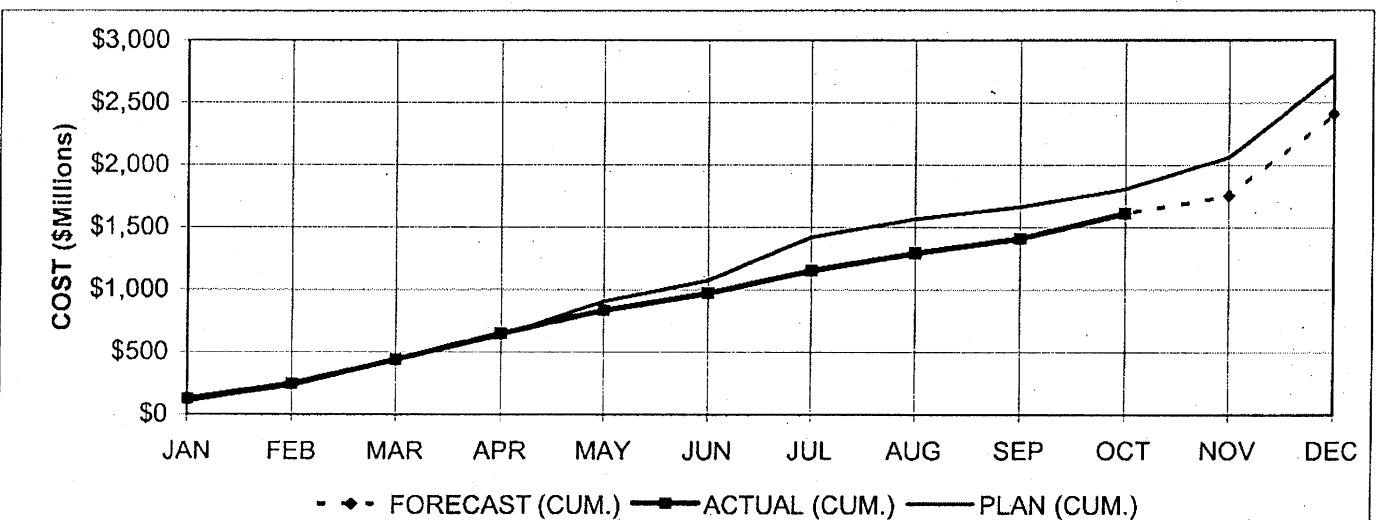
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)											57.8	106.1
ACTUAL (NON-CUM.)	560.0	24.9	271.4	29.0	112.7	133.8	46.8	414.5	109.3	10.6	91.5	573.8
PLAN (NON-CUM.)	591.7	40.1	369.8	256.2	24.1	118.5	485.0	283.7	132.1	118.4	91.5	573.8
FORECAST (CUM.)											1,770.7	1,876.7
ACTUAL (CUM.)	560.0	584.9	856.3	885.3	998.0	1,131.7	1,178.5	1,593.0	1,702.3	1,712.9	2,511.3	3,085.0
PLAN (CUM.)	591.7	631.9	1,001.7	1,257.9	1,282.0	1,400.6	1,885.5	2,169.2	2,301.3	2,419.8	2,511.3	3,085.0

## 2009 Substantial Completions Charts

As of October 2009



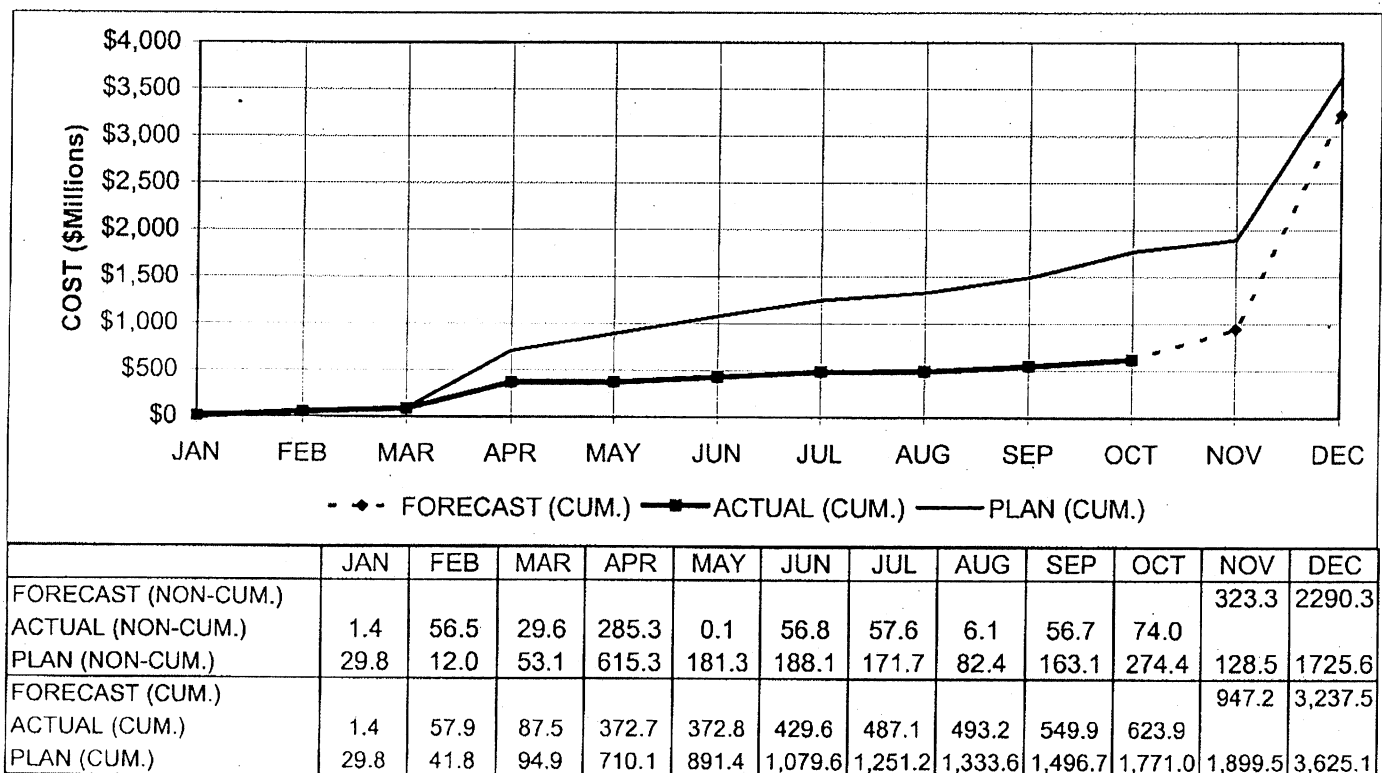
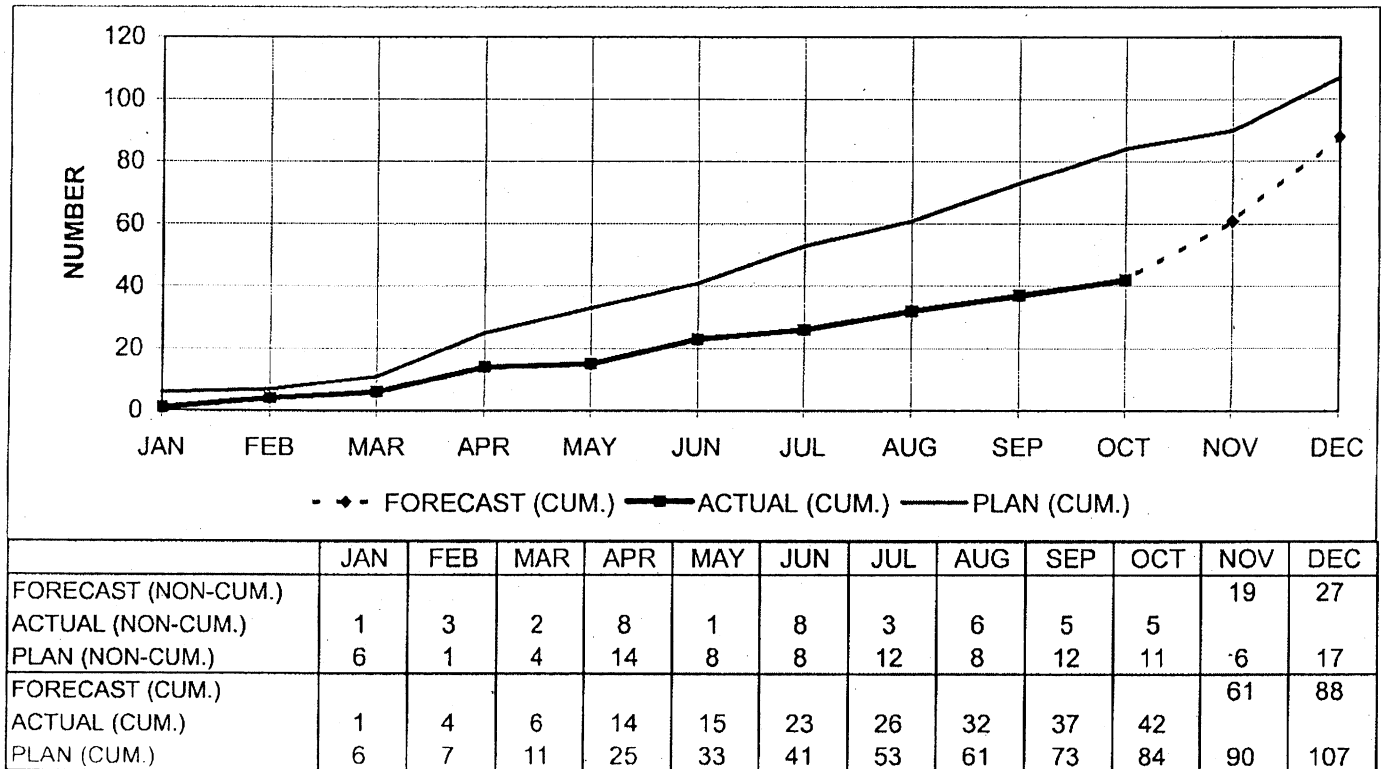
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)											11	27
ACTUAL (NON-CUM.)	4	3	9	11	6	4	7	8	6	8	11	20
PLAN (NON-CUM.)	2	6	11	15	9	11	8	5	5	7	11	20
FORECAST (CUM.)											77	104
ACTUAL (CUM.)	4	7	16	27	33	37	44	52	58	66	77	104
PLAN (CUM.)	2	8	19	34	43	54	62	67	72	79	90	110



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)											139.5	661.2
ACTUAL (NON-CUM.)	126.8	122.0	192.9	206.6	185.0	139.7	180.4	140.1	119.7	200.6	254.1	664.0
PLAN (NON-CUM.)	105.0	126.5	206.7	195.8	271.8	168.7	347.5	144.7	99.9	143.5	254.1	664.0
FORECAST (CUM.)											1,753.3	2,414.5
ACTUAL (CUM.)	126.8	248.9	441.7	648.4	833.4	973.0	1,153.4	1,293.5	1,413.2	1,613.8	2,064.2	2,728.2
PLAN (CUM.)	105.0	231.6	438.2	634.0	905.8	1,074.5	1,422.0	1,566.7	1,666.6	1,810.1	2,064.2	2,728.2

## 2009 Closeouts Charts

As of: October 2009



# Report



## PROCUREMENTS

The Procurement Agenda this month includes 15 actions for a proposed expenditure of \$21.3M.

<b>Subject:</b> Request for Authorization to Award Various Procurements					
<b>Department</b> Materiel					
<b>Department Head Name</b> Stanley J. Grill					
<b>Department Head Signature</b> <i>Stanley J. Grill</i>					
<b>Project Manager Name</b> Rose Davis					
<b>Board Action</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	Committee	12/14/09			
2	Board	12/16/09			

December 3, 2009			
<b>Vendor Name</b>			
<b>Contract Number</b>			
<b>Contract Manager Name</b>			
<b>Table of Contents Ref #</b>			
<b>Internal Approvals</b>			
	<b>Approval</b>		<b>Approval</b>
<i>TR</i>	President <i>12/16/09</i>	X	Capital Construction Co.
<i>MHC</i>	Executive VP	X	Subways
X	Capital Prog. Management	X	Buses
	Law	X	Off. Of Civil Rights

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
	MTA Bus Co.						

**PURPOSE:**

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

**DISCUSSION:**

NYC Transit proposes to award Non-Competitive procurements in the following categories:

**Procurements Requiring Two Thirds Vote:**

	<u># of Actions</u>	<u>\$ Amount</u>
Schedule A: Non-Competitive Purchases and Public Work Contracts	1	\$ .07 M
• MAC Products, Inc. \$ .07 M		

**Schedules Requiring Majority Vote**

Schedule E: Miscellaneous Procurement Contracts	1	\$ .2 M
• Industrial Control Distributors \$ .2 M		
Schedule G: Miscellaneous Service Contracts	1	\$ 2.8 M
• RAD Data Communications \$ 2.8 M		
Schedule I: Modification to Purchase and Public Work Contracts	1	\$ .08 M
• Alstom Transportation Inc. \$ .08 M		

SUBTOTAL 4 \$ 3.2 M

**NYC Transit proposes to award Competitive procurements in the following categories:**

Procurements Requiring Two-Thirds Vote:

	<u># of Actions</u>	<u>\$ Amount</u>
Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	1	\$ TBD M
Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	1	\$ .1 M

Schedules Requiring Majority Vote

Schedule E: Miscellaneous Procurement Contracts	1	\$ .1 M
Schedule F: Personal Service Contracts	4	\$ 10.6 M
Schedule G: Miscellaneous Service Contracts	1	\$ 4.5 M
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1	\$ .5 M
Schedule L: Budget Adjustments to Estimated Quantity Contracts	1	\$ 2.0 M
<b>SUBTOTAL</b>	<b>10</b>	<b>\$ 17.8 M</b>

**NYC Transit proposes to award Ratifications in the following categories:**

Schedules Requiring Majority Vote:

Schedule K: Ratification of Completed Procurement Actions:	1	\$ .3 M
<b>SUBTOTAL</b>	<b>1</b>	<b>\$ .3 M</b>
<b>TOTAL</b>	<b>15</b>	<b>\$ 21.3 M</b>

**BUDGET IMPACT:** The purchases/contracts will result in obligating NYC Transit funds in the amounts 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.)

## **BOARD RESOLUTION**

**WHEREAS**, in accordance with Section 1265-a and 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 service and miscellaneous procurement contracts, certain change orders to purchase, public work, and miscellaneous service and miscellaneous procurement contracts, and certain budget adjustments to estimated quantity 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 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. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein, and ratifies each action 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.

**DECEMBER 2009**

**LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Two-Thirds Vote:**

**A. Non-Competitive Purchases and Public Work Contracts**

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Non-Competitive.) Note – in the following solicitations, NYC Transit attempted to secure a price reduction. No other substantive negotiations were held except as indicated for individual solicitations.

1. **MAC Products, Inc.** **\$66,099.60**  
**Non-Competitive**  
**Req. #U-A218637**

It is requested that the Board declare competitive bidding impractical or inappropriate pursuant to Public Authorities Law §1209, subsection 9(d) and approve the purchase of Portable Train Warning Systems and related services, for test and evaluation. The Department of Subways is looking to evaluate prototype Portable Train Warning System (PTWS) equipment from a manufacturer, as part of an ongoing effort to improve the safety of employees and contractors performing maintenance on or close to the right-of-way in subway tunnels. PTWS is designed to detect trains that approach wayside workers and transmit audible and visual warnings to the workers. Each PTWS consists of two operating devices, a Train Detection Unit and an Alarm Unit. PTWS will not replace conventional flag personnel, as is intended to be deployed on the adjacent track. Conventional flagging focuses on trains that enter the work area, as flaggers are positioned on the same tracks where the work is being performed. PTWS is expected to enhance the safety of wayside workers by alerting them to an approaching train when it is 1,200 feet from the work area, and will be especially beneficial in subway tunnels where approaching trains are not visible until the last moments. Fourteen firms responded to a Request for Information. MAC Products was one of only two firms to successfully field demonstrate devices that met minimum NYC Transit requirements and could operate in a NYC Transit tunnel. (The second firm that met those preliminary qualifications has higher proposed pricing but may receive consideration should the test with MAC Products be unsuccessful.) MAC Products will provide three complete systems, with a one-year warranty, and provide training to supervisory and hourly personnel. A non-warranty repair service will be provided in the event that NYC Transit damages the equipment. NYC Transit will not award this contract until 30 days have elapsed from the date that the Board has approved this request. NYC Transit will extensively test and evaluate the equipment under real operating conditions for no less than six months. If the test is successful, RTO will purchase additional units. MAC Products is seeking minimal profit and agreed to forego engineering overhead as well as general and administrative expenses, and its price is considered fair and reasonable.

**DECEMBER 2009**

**LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

**E. Miscellaneous Procurement Contracts**

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

- 2. Industrial Control Distributors                      \$184,695.00 (NTE)**  
**Non-Competitive – Four-year contract**  
**Req #U-A263716**

The Department of Subways - Signals Division has requested four years of GE Fanuc GlobalCare software support and corresponding upgrades for GE Fanuc signal monitoring software. An earlier version of this software was originally acquired under various capital signal contracts that were awarded starting 15 years ago and had been a PC based local application in various signal control and relay rooms. No software maintenance is required for these applications. However, these locations require eight industrial diagnostic PC's that cost \$8-10K each in order to monitor the Programmable Logic Controller. A new, server-based network application was acquired as part of the Bergen Street and Concourse Signal projects. GE Fanuc software was used to create a central monitoring system to support the operation and maintenance of the signal system for these two locations. This system allows for both localized and remote monitoring of the operation of all signal equipment and devices (switches, stops, relays, etc.), which are positioned on the track right of way and are graphically displayed on desktop PCs. This results in a cost avoidance of approximately \$80K every three years by not having to replace the industrial PCs, and thus largely offsetting the cost of the maintenance of the network software. This system provides a color-coded visual display of track schematics, including real time status of all signal equipment and devices that allows for a quicker and safer resolution of equipment problems, which in turn reduces the need for track access, resulting in fewer train and passenger delays. This software has also been identified to be installed under six capital Signal projects, thus further expanding the signal system that can be centrally monitored. After acceptance and incorporation of new locations into the database, NYC Transit will expand the support of the GE Fanuc software maintenance under this contract. This expansion will increase the cost of software maintenance by 3% to 5%. GE Fanuc is the developer of this software and Industrial Control Distributors (ICD) is their exclusive reseller and installer of this software. ICD's price of \$184,695, includes \$139,395 for four years of GlobalCare software support consisting of software upgrades and 24/7 technical telephone and online access support and \$45,300 to upgrade all existing GE Fanuc software from version 7 to version 8. The current software support for Bergen and Concourse will expire on December 31, 2009. Procurement requested a price concession from ICD, but was unsuccessful. ICD explained that they could not reduce their price any further because their quote already reflected a 5% discount. Also, their standard charge for client/customers to opt back into their GlobalCare (to get all software up to the current level), are charged 50% of the total list price of the installed software and NYC Transit is being charged 25% of the total list price of the installed GE Fanuc software to opt back in, a savings of \$45,300. In addition, by purchasing four years of GlobalCare, NYC Transit will also be saving on the annual increases for upgrades and GlobalCare that range between 3 to 5%, in software pricing, which price is calculated off of the current list price. This could equate to an additional savings estimated between \$12,000 to \$15,000 over a four year period. The final price was found to be fair and reasonable.

**DECEMBER 2009**

**LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**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.)

3. **RAD Data Communications, Inc.**                      **\$2,781,328.00 (Est.)**                      Staff Summary Attached  
**Non-Competitive – Thirty-nine month contract, with 2 one-year options**  
**Contract #09D0079**

Maintenance support for the SONET/ATM Communications Network System.

**I. Modifications to Purchase and Public Work Contracts**

(Staff Summaries required for individual change orders greater than \$250K. Approval without Staff Summary required for change orders greater than 15% of the adjusted contract amount which are also at least \$50K.)

4. **Alstom Transportation Inc.**                      **\$75,551.95**                      Staff Summary Attached  
**Contract #07F9713.1**

Modification to the contract for the installation, test and evaluation of prototype dual-phase speed sensor kits and related software on two test R142 Alstom propulsion cars, in order to purchase and install additional kits and extend the term of the contract.



**DECEMBER 2009**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Two-Thirds Vote:**

**B. Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)**

(Staff Summaries required for items estimated to be greater than \$1M.)

- |  |                       |                               |
|--|-----------------------|-------------------------------|
| 1. Contractor To Be Determined<br>Five-year contract<br>Contract S-32748 | Cost To Be Determined | <u>Staff Summary Attached</u> |
|--|-----------------------|-------------------------------|
- RFP Authorizing Resolution for CBTC signaling of the Culver Line Test Track.

**C. Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)**

(Staff Summaries required for items requiring Board approval.)

- |   |                     |                               |
|---|---------------------|-------------------------------|
| 2. Dependable Industrial Supply Co., Inc.<br>Six Proposals - Twenty-seven month contract<br>Bid # 76106 | \$140,800.00 (Est.) | <u>Staff Summary Attached</u> |
|---|---------------------|-------------------------------|
- Purchase of fluorescent lamps.

**Procurements Requiring Majority Vote:**

**E. Miscellaneous Procurement Contracts**

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

- |  |                    |
|--|--------------------|
| 3. Legion America, Inc.<br>Four Proposals - Three-year contract, with 2 one-year options<br>Contract # 08J0003 | \$101,500.00 (NTE) |
|--|--------------------|

NYC Transit's Division of Operations Planning (OPS) is requesting the purchase of pedestrian simulation (modeling) software. This software will enable planners to illustrate the implications of design changes to passenger flow and improve the ability to forecast potential bottlenecks and crowding situations that could be caused by temporary closures and barricades, during construction projects. OPS has used pedestrian simulation software to assist in the design evaluation of several projects including the Second Avenue Subway, Jay/Lawrence Street Transfer, the Atlantic/Pacific Street complex and the extension of the No.7 train to 11<sup>th</sup> Avenue. The passenger flow models for these projects were created by outside consultants using pedestrian modeling software with OPS overseeing the work. OPS would like to acquire a modeling software package to create their own pedestrian models anytime, using in-house staff, instead of relying on outside consultants to provide a quicker evaluation of potential issues and increase their ability to input and/or modify design scenarios throughout NYC Transit. Pedestrian simulation modeling has been employed in the past by outside consultants as part of their design for projects such as Atlantic Ave.; Jay/Lawrence Connection; Fulton Transit Center and #7 Line Extension. Each model can cost approximately \$50K per location, when performed by a consultant. Since NYCT plans to conduct similar studies at various locations, including Times Square, Grand Central Station Lexington Ave. Line and Penn Station, the fees which would be incurred if the models were developed by consultants more than offset the cost of this acquisition. In response to a Request for Proposal, four proposals were received with prices that ranged from \$34,900 to \$144,000. Pursuant to the evaluation criteria, each proposer presented their test models, explained the capabilities of their software and provided NYC Transit with a temporary license to further test their software. As a result of this evaluation process, Legion America's (Legion) test model was found to be superior to the other three proposers. The software of the other proposers did not meet the needs of NYC Transit as they were cumbersome, slow, did not provide the necessary graphics or the software was not specific to pedestrian modeling. Legion's initial proposal was \$144,000 and, following negotiations, Legion submitted a final price of \$101,500, which amount is \$66,500 or 39.5% less than the in-house estimate of \$168,000. This amount includes the cost of the license and training at \$31,000; three years of technical consulting support on an "as needed basis" at \$18,000; two years of software support (first year at no cost) at \$20,250 with two option years of consultant services at \$12,000 and software support at \$20,250 for an overall savings of \$42,500 or 30%. This savings is the result of Legion providing NYC Transit a first time discount of 63% off the \$67,500 list price of the software. Based on this savings, the final price is considered fair and reasonable.



DECEMBER 2009

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

**F. Personal Service Contracts**

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

4. Jacobs Civil Consultants, Inc. \$2,000,000.00 (Est.) *Staff Summary Attached*  
5. NCE Value Consultants, Inc. \$2,000,000.00 (Est.)  
Three Proposals – Two-year contract, with two-year option  
Contract #s CM-1393 and CM-1394  
↓  
Consultant IQ contract to provide value engineering services for NYC Transit's Capital Program.

6. ARCADIS of NY, Inc. \$3,300,000.00 (Est.) *Staff Summary Attached*  
7. Henningson, Durham & Richardson \$3,300,000.00 (Est.)  
Architecture and Engineering, P.C.  
Six-Proposals – Three-year contract, with two-year option  
Contract #s CM-1396 and CM-1397  
↓  
Multi-agency consultant IQ contract to provide risk assessment services.

**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.)

8. ACS State & Local Solutions \$4,503,340.00 (Est.) *Staff Summary Attached*  
Three Proposals – Five-year contract  
Contract #08H9963  
Administer the EasyPay MetroCard Program.

**H. Modifications 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 the original contract to equal or exceed the monetary or durational threshold required for Board approval.)

9. JP Morgan Chase \$450,000.00 (Est.) *Staff Summary Attached*  
Contract #04A8855.2  
Modification to the contract to administer the EasyPay MetroCard Program, in order to add funding and extend the term of the contract.

**DECEMBER 2009****LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL****L. Budget Adjustments to Estimated Quantity Contracts**

(Expenditures which are anticipated to exceed the lesser of \$250,000 or \$50,000 in the event such expenditures exceed 15% of the adjusted contract budget, including any contract modifications.)

10. Hepco Inc. Contract # CM-1298.2 July 11, 2005 – July 10, 2010	Original Amount:	\$ 5,000,000
	Prior Modifications:	\$ 5,000,000
	Prior Budgetary Increases:	\$ 0
	Current Amount:	\$ 10,000,000
	This Request:	\$ 2,000,000
	% of This Request to Current Amount:	20%
	% of Modifications (including This Request) to Original Amount:	140%

**Discussion**

This estimated quantity contract is for the services of job shop consultants to provide in-house support during design and construction phases of various projects on an 'as-needed' basis. Utilizing temporary staff on an 'as-needed' basis is less expensive than using, or increasing, internal staff positions as the fully loaded rates of temporary staff are lower than in-house rates for these titles. Hepco has been supplying specialized personnel such as railroad signal specialists, fiber optic network communications engineers and safety/quality engineers and other disciplines that are in high demand. The temporary staff are assigned to a wide range of projects that includes signal modernization, fire alarm installation, induction loop system, CCTV and other communications projects. Each position requested to be filled comes with individual funding at that time. This is one of six contracts originally awarded for \$5 million each, for a total of \$30 million. The average annual expenditure until these contracts will remain the same at approximately \$6 Million per year. This action is merely reallocating funds to Hepco, a firm that has been more successful in placing candidates. Expenditures under these contracts represent approximately 29% of NYCT's annual consultant spend for CPM. Each of the six consultants (Gonzer, Nesco, Hepco, Rotator, Peak and MetroTech) is asked to submit resumes in response to position requests. However to date, two consultants, Hepco and Rotator, have submitted the largest number of resumes of qualified personnel. Therefore, a significant number of these positions have been filled by these two firms. The contract for Hepco was modified to add \$5 million to its' spending authorization after approval by the September 2007 Board. Rotator's contract was increased by \$2 million with approval of the October 2009 Board. The Board was also advised at that time that this \$2 million budget adjustment for Hepco would be required. Together, Hepco and Rotator have committed \$14,508,525 to date out of a total of \$17 million authorized. In comparison, the other four consultant firms (Gonzer, Nesco, Peak and MetroTech) have used approximately 50% of their authorized budget. It is projected that the committed value for these four consultant firms will not reach the authorized limit by the end of the five year contract term. CPM projects that at the end of the five years, NYC Transit will have committed close to the \$30 million originally estimated for all six consultants, with two consultants having their budgets increased and with the four remaining consultants coming in well below their budget authorizations. The amount requested for this budget adjustment will allow Hepco to continue to maintain existing support as well as provide necessary funding to encumber new task orders for the duration of the contract.

**DECEMBER 2009**

**LIST OF RATIFICATIONS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

**K. Ratification of Completed Procurement Actions (Involving Schedule E-J)**

(Staff Summaries required for items requiring Board approval.)

- |   |              |                               |
|---|--------------|-------------------------------|
| 1. Judlau Contracting, Inc.<br>Contract #A-35864.15 | \$272,423.00 | <u>Staff Summary Attached</u> |
|---|--------------|-------------------------------|
- Modification to the contract for the rehabilitation of two stations in order to install additional 7-inch diameter mini piles.

## Schedule G: Miscellaneous Service Contracts



Item Number: 3

<b>Vendor Name (&amp; Location)</b> RAD Data Communications, Inc. (Mahwah, NJ)
<b>Description</b> Maintenance support services for the SONET/ATM Communications Network System
<b>Contract Term (including Options, if any)</b> Three years, with 2 one-year options
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Sole Source

<b>Contract Number</b> 09D0079	<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Total Amount:</b>	\$2,781,328.00 (Est.)
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Department of Subways, Steve A. Feil	

### Discussion:

This contract is for maintenance and support services of channel bank equipment and its element management system (EMS) by the original equipment manufacturer, RAD Data Communications, Inc. (RAD) supplied by Siemens Transportation Systems under the SONET/ATM Communications Network System (SACNS). The new network will transport all NYC Transit internal data and telecommunications, including critical safety sensitive, railroad operating, revenue and administrative services and applications such as emergency telephones, emergency booth communications systems, the Supervisory Control and Data Acquisition system, PayPass-Smartcard and the Local and Wide Area networks. The original award of the SONET/ATM contract contained a maintenance option for Siemens to provide full service maintenance of the network. However, when escalated to present rates, NYC Transit deemed the proposed maintenance option costs to be excessive. NYC Transit decided to contract directly with this manufacturer because of their unique expertise in maintaining sophisticated equipment with which NYC Transit had no historical experience. Accordingly, this is the third of various non-competitive agreements submitted for Board approval in order for NYC Transit to assume maintenance of network equipment components upon expiration of the contract warranty. In June and July 2009, the Board approved award of similar contracts with Fujitsu Network Communications and Digital Prototype Systems. The project for SACNS cost in excess of \$200 Million and the annual support cost for maintenance contracts and internal support staff is less than 5% of this amount per year. This compares favorably with maintenance costs for other electronic systems. Further, as in house staff gain familiarity with the equipment, or, the next generation of hardware replaces certain other equipment, maintenance costs can be reduced in the future. Due to the critical nature of the network, NYC Transit will only contract with the original equipment manufacturers for hardware and software support and parts. The channel bank equipment manufactured by RAD is used to merge several low-speed voice or data telecommunications lines into one high-speed digital line. There are approximately 234 channel bank devices installed at 177 passenger stations and 10 core building locations throughout the system. The EMS provides remote network monitoring; testing and management of all channel bank equipment at the network command center as well as provides diagnostic and control functions that will assist NYC Transit personnel in troubleshooting and expediting repairs. The work under this contract will be provided under RAD's service level 1 extended warranty support plan, which consists of priority 24/7 technical support, software downloads, patches and upgrades and replacement of failed parts within 30 days, which NYC Transit personnel will install. RAD submitted final pricing of \$2,781,329 consisting of \$1,594,413 for 39 months (\$531,471 annually) and \$581,821 and \$605,094 for the two option years. RAD offered the first three months of maintenance from January 1, 2010 through March 31, 2010 at no cost. Although SACNS is anticipated to be completed in mid 2010, the RAD equipment has been accepted and will not be altered during the completion process. The final proposal takes into account a five percent discount off RAD's initial price for Service Level 1 maintenance and support. The annual maintenance cost of \$531,471 is 9.5% of RAD's list price for the equipment that will be maintained, which is valued at \$5,594,434. Other than this comparison, Procurement was unable to perform an extensive evaluation of RAD's pricing. RAD, as an international contractor, does not divulge pricing information due to confidentiality agreements that RAD has with their other clients. Since a fair and reasonable determination could not be substantiated, the recommendation to award a contract to RAD is a business decision based on the reasons above.

# Schedule I: Modifications to Purchase and Public Work Contracts



Item Number: 4

Vendor Name (& Location)	
ALSTOM Transportation Inc. (Hornell, NY)	
Description	
Purchase, installation and test for the evaluation of prototype dual phase speed sensor kits and related software on two (of 10) test R142 ALSTOM propulsion cars	
Contract Term (including Options, if any)	
November 7, 2007 – November 7, 2010	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
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: Modification	
Funding Source	
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
Department of Subways, Steve A. Feil	

Contract Number	AWO/Modification #
07F9713	1
Original Amount:	
	\$ 290,000.00
Prior Modifications:	
	\$ 0
Prior Budgetary Increases:	
	\$ 0
Current Amount:	
	\$ 290,000.00
This Request:	
	\$ 75,551.95
% of This Request to Current Amount:	
	26%
% of Modifications (including This Request) to Original Amount:	
	26%

## Discussion:

This contract with ALSTOM Transportation Inc. (ALSTOM) is for the purchase, installation and evaluation of prototype dual phase speed sensor kits and related software on two (of 10) test R142 ALSTOM propulsion cars. This modification is for the purchase of an additional 13 dual phase speed sensor kits (including two spare kits) from ALSTOM, plus installation of 11 of those kits by ALSTOM on eight (of 10) test R142 ALSTOM propulsion cars. This modification will also extend the contract for an additional two years. (The two spare kits will be used in the event that an installed kit needs to be replaced during the test phase. Having the spares on hand will avoid any significant delays in testing.) These eight cars are part of the original 10-car test train that had only two of the cars outfitted with the new speed sensors. (Each kit contains two speed sensors – one speed sensor is required for each of the two traction motors on a motorized subway car truck. One train requires 28 speed sensors; six were installed as a result of the base contract and 22 more will be installed as a result of this modification.) ALSTOM will perform the installation of the 11 speed sensor kits on the remaining eight cars at one of NYC Transit's overhaul shops. The existing R142 speed sensors sense the rate at which the traction motor is turning but not the direction. The Division of Car Equipment (DCE) sought to find an enhanced design solution incorporating the use of dual phase (direction sensing) speed sensors (as presently used on the R160 cars). DCE proposed replacing the existing speed sensors with these new direction-sensing speed sensors using dual phase technology with associated propulsion software changes. These new speed sensors will be able to sense when a train is rolling backwards and then send a signal to the propulsion system to go into brake mode and thus prevent potential propulsion lock-outs and resultant train delays. Also, while the current speed sensor is not defective, failures have been occurring at the point where the sensor connects to its associated wiring. The new design is one that allows for the sensor and the wiring to be a one-piece design which has proven to be more reliable. Under the base contract, ALSTOM designed and installed six new speed sensors on two R142 cars (a requisite quantity of four speed sensors for one A car and a requisite quantity of two speed sensors on one B car) in one five-car operating unit to study the results and determine if the use of the new ALSTOM speed sensors was effective. This operating unit was then coupled to another R142 five-car operating unit for testing in revenue service. The study is intended to validate a proposed modification to the entire fleet of 1,030 R142 cars that would result in increased long term speed sensor reliability as well as a consistent level of speed sensor functionality across the fleet. Upon successful completion of the test NYCT will then purchase speed sensors at a price substantially less than the kit price referenced below, and retrofit the balance of the R142 fleet using in-house forces. The cost to retrofit the entire 1,030 car R142 fleet is expected to be offset by the savings realized through the elimination of the approximately 24 revenue service delays per year resulting from issues associated with the current speed sensors. No other NYC Transit subway car fleet requires this speed sensor modification. During the initial days of revenue service testing, this 10-car test train experienced a propulsion problem, unanticipated by both ALSTOM and NYC Transit, that resulted in a delay in service. The only cars unaffected on the 10-car train were the two cars outfitted with the new dual mode speed sensors. (Previous modifications to propulsion equipment and related software on the R142 fleet were conducted on only one A car and one B car so both DCE and ALSTOM believed that having only two cars outfitted to test speed sensors under the base contract would have been sufficient.) In order to avoid the possibility of delays during future revenue service testing and to continue the validation of the software and hardware associated with the dual phase speed sensors, DCE determined that equipping all ten cars with the dual phase speed sensors would provide the necessary assurance level for validating the speed sensor modification. The unit price for the kits on the base contract was \$2,385.90, and the unit price on the kits for this modification is \$2,452.23, a 2.8% increase. The final price is deemed fair and reasonable based on a comparison with the estimate and the base contract kit unit prices.

# Staff Summary

Item Number <b>1</b>					
Division & Division Head Name: VP Materiel, Stanley J. Grill					
Division Head Signature & Date:					
<i>Stanley J. Grill</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
Internal Approvals					
Order	Approval	Order	Approval		
1	X Law	5	Materiel <i>WJG</i>		
2	X Budget	6	Executive VP <i>WJG</i>		
3	X Capital Program Mgmt.	7	President <i>WJG</i>		
4	X Subways				

<b>SUMMARY INFORMATION</b>	
Vendor Name	Contract Number
RFP Authorizing Resolution	S-32748
Description CBTC Signaling of the Culver (F) Test Track between Church Avenue & 4 <sup>th</sup> Avenue, "B" Division	
Total Amount	
TBD	
Contract Term (including Options, if any)	
60 Months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input 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:	

## Narrative

### PURPOSE/RECOMMENDATION:

To request that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate for the testing of new technology and that it be issued as a competitive Request for Proposal (RFP). This RFP is for equipping a portion of the Culver F line B3 track with a Communications Based Train Control (CBTC) signal system from the two companies whose systems have been pre-qualified. Equipment from both contractors will be installed to prove the concept of full interoperability to revenue standards as well as allow for testing and qualifying of additional CBTC equipment manufacturers.

### DISCUSSION:

MTA NYCT is moving toward a "state of the art" train control system with the installation of CBTC along with an Auxiliary Wayside Signaling System (AWS) on the Canarsie and Flushing Lines. Since late 2006, CBTC has been operational along the full length of the Canarsie Line (Contract S-32701) from Canarsie Yard and Rockaway Parkway Station in Brooklyn to the 8<sup>th</sup> Avenue Station in Manhattan. The Flushing CBTC project (Contract S-32723) is anticipated to be awarded in the first quarter of 2010. CBTC operational benefits to NYCT include enhanced train control capabilities and faster recovery after experiencing problems (equipment breakdowns, health and public safety incidents, etc.). Other benefits include improved safety (continuous over speed protection and enforcement of work zone speed restrictions) and shorter headway between trains allowing for more efficient use of the track and car fleet. In addition, passengers can experience reduced traveling time, less crowding in rush hours, and improved system reliability.

Currently Canarsie and Flushing are the only two stand alone lines in the system; hence interoperability is not an issue. All future CBTC projects will be on lines where a train with one manufacturer's equipment could ride on a wayside system installed by another manufacturer under a separate project. Therefore, interoperability is a necessity to provide future maximum flexibility in the use of train equipment on the whole system and to ensure competition and safety for a generation of projects. The goals of the Culver project are to update NYCT's Interoperability Interface Specifications (I2S); design, supply and validate the Integrated Test Facility; design and supply interoperable CBTC subsystems; and verify, validate and safety certify the CBTC subsystems using the Culver Test Track in conjunction with the Integrated Test Facility. The initial NYCT Standard Design established for the Canarsie Line will form the basis for this project. The Canarsie project demonstrated the concept of interoperability but did not achieve safety certification or interoperability of system functionality by two suppliers in a revenue operating environment. The Flushing CBTC system will be awarded to a single supplier and will operate as a stand-alone line. Under this test track project, the two pre-qualified CBTC suppliers (Siemens and Thales) will work collaboratively to install their CBTC equipment on four R160 units (each unit consists of 4 cars) to support field demonstration of interoperability along a limited section of the Culver (F) Line that will include the section of the B3 (southbound middle - "express track") track between 4<sup>th</sup> Avenue and Church Avenue Interlockings. Each supplier will

# Staff Summary

equip two R160 units with carborne equipment and one section of the test track with wayside CBTC equipment. Full revenue functionality will be demonstrated first on a NYCT simulator (developed under this contract) and then via actual site testing on the Culver Test Track. The suppliers will assume responsibility for systems integration between the two sub-system contractors, for the update of the I2S and for the system safety certification of the overall CBTC system. The test track will be permanent and will be used to fully validate and safety certify the CBTC system design. Once commissioned, the test track will serve as the test bed for future testing activities for the remaining CBTC Program.

In order to achieve project objectives consistent with the objectives of competitive procurement policy to obtain a fair and reasonable cost, it is advantageous to NYCT to have multiple CBTC suppliers whose equipment can fully interoperate while supporting revenue service. Utilizing the RFP process is the best way to solicit this contract as both qualified contractors need to participate in order to achieve those objectives.

## **ALTERNATIVES:**

There are no alternatives to completing this project that will allow for completion of the I2S and assure competition for future CBTC projects. Having the test track available will also reduce the time and cost of future projects, as vehicle born equipment for those projects can be tested on the Culver Line rather than on an active line, saving expense and time. The use of a sealed bid process is not possible as only the two qualified suppliers can participate, and both must collaborate in updating the I2S.

## **IMPACT ON FUNDING:**

This project is funded with MTA funds and managed by NYCT under the MTA Capital Program.

## **DBE/MBE/WBE GOALS:**

The MTA Department of Diversity and Civil Rights has established 0% MBE and 0% WBE goals for this project.

# Staff Summary

Item Number 2					
Division & Division Head Name: VP Materiel, Stanley J. Grill					
<i>Stanley J. Grill</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
Internal Approvals					
Order	Approval	Order	Approval		
1	Materiel. CLO	4	EVP		
2	Materiel. CPO	5	President		
3	Law				

<b>SUMMARY INFORMATION</b>	
Vendor Name Dependable Industrial Supply Co., Inc.	Contract Number 76106
Description NYC Transit #32-22-3310, Lamp, fluorescent, F48T12, 40 watt	
Total Amount \$140,800.00	
Contract Term (including Options, if any) December 2009-March 2012	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## I. PURPOSE/RECOMMENDATION

To request Board approval for the purchase of NYCT # 32-22-3310, lamp, fluorescent, F48T12, 40 watt, to Dependable Industrial Supply Co., Inc. (Dependable) in the estimated amount of \$140,800.00 pursuant to subdivision 9 (f) of Section 1209 of the Public Authorities Law.

## II. DISCUSSION

Initially on November 29, 2000 and again most recently on June 25, 2008 for a three year period, the Board adopted a resolution authorizing the use of competitive Requests for Proposals (RFPs) in lieu of competitive bidding to award contracts for the purchase of certain inventory commodity items through the use of an evaluative formula in order to encourage better on-time delivery performance from NYC Transit's vendor population.

Pursuant to the statutory framework, the utilization of an evaluative formula enables NYC Transit to consider a particular vendor's past on-time delivery performance in addition to considering the proposed price for the commodity item. Vendor delivery performance is tracked on an individual vendor basis through a computerized performance module. This data, expressed as a percentage, is compiled monthly and compares the actual dates of delivery to the contractually required dates. Therefore, vendors earn an "A" through "D" rating for delivery of inventory materials. Vendors are regularly advised of their status.

This procurement process will allow NYC Transit to arrive at the best overall proposal utilizing the combination of the proposer's price and its performance history, reflecting the critical needs of the agency, while providing an incentive for vendors to make the necessary changes in business processes to improve their overall delivery performance. While this approach affords NYC Transit the opportunity to contract with better performing vendors, it is anticipated that the premium, if any, will be insubstantial.

Negotiations were not conducted with any proposers. Solicitations will be awarded based upon the proposers' ranking as determined after the application of the evaluative formula factors.

The Board's authorization provided that if the application of the evaluative formula had no effect on the order of the proposers' ranking, the award would be made to the lowest responsible proposer without seeking further Board approval. However, if the application of the evaluative formula changed the order of the proposers' ranking, resulting in an award recommendation to other than the lowest priced proposer, then NYC Transit will seek Board authorization to award. The latter circumstance applies to the solicitation for the following commodity:

RFP # 76106, NYCT# 32-22-3310, lamp, fluorescent, F48T12, 40 watt. This lamp is used by Infrastructure for lighting purposes. Proposal opening date: 9/1/2009.

# Staff Summary

This is an award of a twenty-seven (27) month estimated quantity contract to be made to Dependable, an "A" rated vendor, in the estimated amount of \$140,800.00, allowing NYCT to bypass three "B" rated vendors, resulting in differences of \$3,200; \$800, and \$0.00.

Greenvale Electric Supply, Schwing Electrical Supply and Mid-Island Electrical Sales Corporation were advised by letter sent via email, fax and certified mail that they were not the successful proposers based upon the evaluation criteria set forth in the solicitation documents.

The current proposal price from Dependable represents an increase of 2.3% from the previous procurement. Having evaluated all the available facts, Procurement finds the proposal submitted by Dependable to be responsive, the proposer to be responsible, and the price to be fair and reasonable based on adequate price competition. Our investigation has disclosed no significant adverse information within the meaning of responsibility guidelines.

BIDDER	QUANTITY	UNIT PRICE	TOTAL BID PRICE	VENDOR RATING	EVALUATION FACTOR	TOTAL UNIT PRICE ADDITION	TOTAL EVALUATION ADDITION	TOTAL EVALUATED BID PRICE	NEW BID RANKING
Greenvale Electrical Supply	80,000	\$1.72	\$137,600.00	B	5%	\$0.0860	\$6,880.00	\$144,480.00	3
Schwing Electrical Supply	80,000	\$1.75	\$140,000.00	B	5%	\$0.0875	\$7,000.00	\$147,000.00	5
Mid-Island Electrical Sales Corporation	80,000	\$1.76	\$140,800.00	B	5%	\$0.0880	\$7,040.00	\$147,840.00	6
Dependable Industrial Supply Co. Inc.	80,000	\$1.76	\$140,800.00	A	0%	\$ -	\$ -	\$140,800.00	1
Regency Lighting	80,000	\$ 1.77	\$141,600.00	A	0%	\$ -	\$ -	\$141,600.00	2
I.G. Federal Electrical Supply Corp.	80,000	\$1.81	\$144,800.00	A	0%	\$ -	\$ -	\$144,800.00	4

### III. D/M/WBE INFORMATION

There are no D/M/WBE goals required for this procurement.

### IV. IMPACT ON FUNDING

Funds for the procurement of this inventory commodity item are available through NYC Transit's operating budget.

### V. ALTERNATIVES

Cancel the solicitation and re-solicit using traditional competitive bidding procedures. This is not recommended because it is unlikely that such course of action would result in a more favorable combination of price and on-time delivery performance.

# Staff Summary

Item Number 4-5					
Division & Division Head Name: VP Materiel, Stanley J. Grill					
Division Head Signature & Date					
<i>Stanley J. Grill</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
Internal Approvals					
Order	Approval	Order	Approval		
1	Materiel <i>WJG</i>		Civil Rights		
2 X	Capital Program Management	3 X	Law		
	System Safety	4 X	Budget		
	Subways	5	Executive VP <i>MJC</i>		
	Labor Relations	6	President <i>WJG</i>		

SUMMARY INFORMATION	
Vendor Name Jacobs Civil Consultants, Inc.; NCE Value Consultants, Inc.	Contract Number CM-1393 / CM-1394
Description IQ Value Engineering Consultant Services	
Total Amount \$2,000,000 each (estimate), including option	
Contract Term (including Options, if any) Two Years + Two Years Option	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input 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:	

## I. PURPOSE/RECOMMENDATION

To obtain approval of the Board to award Contract CM-1393 to Jacobs Civil Consultants, Inc. (hereinafter "Jacobs"), and CM-1394 to NCE Value Consultants, Inc. (hereinafter "NCE") for a total estimated value of \$1M each and a duration of two years each, with an additional 2-year option for a total estimated value of \$1M each. Such options shall be exercised by the Assistant Chief Procurement Officer (ACPO).

## II. DISCUSSION

These contracts provide for the services of two Value Engineering (VE) Consultants to perform VE services for NYCT's Capital Program. Value Engineering is an organized methodology of reviews and analyses of technical reports, architectural and engineering drawings, plans and specifications, cost estimates and schedules, performed at any stage of design to make recommendations to ensure that a project will be constructed at the lowest overall life cycle cost while maintaining the requirements for quality, safety, maintainability, performance and reliability. Value Engineering is performed independently on designs prepared by both in-house staff and consultants. These are task order based contracts with an estimated contract price of \$1,000,000 each. The duration of the contract will be two years with an option to renew for an additional two years at an estimated cost of \$1,000,000 each if funds are available. Value engineering, in addition to being required on federally funded projects, has resulted in significant cost savings. During the period May 2007 to November 2009, 21 task orders were issued on prior VE contracts at a cost of approximately \$1M which resulted in savings of approximately \$19M. Typically, consultants will be selected on a rotation basis unless there are overriding reasons not to do so. The Project Manager may submit the SOW to both consultants to obtain competitive proposals. Should the Task Order exceed \$100,000, the designated Procurement Representative will issue the Task Order request for proposal and will be the sole point of contact until the Task Order is executed.

Opportunities for joint procurement with other MTA agencies were explored, as recommended by the Business Service Center (BSC). All agencies contacted declined, either due to their using IQ design contracts for value engineering, or that their project plan did not identify any large scale projects requiring value engineering services. NYCT conducts an RFP for these services in order to evaluate proposals from VE specialists, rather than use its general engineering contracts.

This RFP was procured using a 1-Step RFP process. In response to NYCT's advertisements, three firms submitted proposals. They are: ARCADIS of New York, Inc. (formerly Lewis & Zimmerman Associates, Inc., hereinafter "ARCADIS"), Jacobs, and NCE. The Selection Committee reviewed and evaluated the written technical proposals, oral presentations and interviews against the criteria established for this solicitation, which includes the consultant's performance under similar contracts, project team experience,

Certified Value Specialist certification (Engineers certified by Society of American Value Engineers or SAVE International), mass transit experience, full understanding of the VE process, best approach to the project, availability of staffing resources to handle multiple assignments simultaneously and cost. The Committee qualified all three consultant firms for negotiations. During negotiations, the consultant's hourly rates, fixed fee, overhead (O/H), and out-of-pocket (OOP) expenses were discussed. The consultants were required to submit their Best and Final Offer (BAFO) for the base contract and the 2-year option. For BAFO evaluation purposes, the RFP provided labor titles and estimated hours per title. The consultants were instructed to set the total estimated hours at 5,140 hours and the OOP at \$175,000 for both the base and option. The in-house estimate for the base contract was \$1,150,359, with a fully loaded weighted average hourly rate (FLWA) without OOP of \$189.76. Overhead rates were negotiated in line with MTA Audit recommendations.

The BAFOs for the base contract were: NCE \$1,005,084 [\$2,034,971 total with option], ARCADIS \$1,078,294 [\$2,205,028 total with option], and Jacobs \$1,093,138 [\$2,224,326 total with option]. The BAFO FLWA without OOP was: NCE \$163.05 (base) and \$167.88 (option @ 1.4% annualized increase); ARCADIS \$175.74 (base) and \$185.16 (option @ 2.5% annualized increase); and Jacobs \$178.63 (base) and \$186.03 (option @ 2% annualized increase). The Selection Committee voted to recommend award to Jacobs and NCE. Jacobs was selected due to its technical qualifications and proven track record of performance in rendering value engineering services to NYCT through Edwards & Kelcey who they acquired in 2007. Jacobs will be using the same team that has performed successfully in previous contracts with Edwards & Kelcey. NCE was selected due to its technical qualifications and specialized experience rendering value engineering services to various government agencies and private entities in Canada and the US (New York, Michigan and California). NCE also submitted the lowest BAFO for both the base contract and the 2-year option. The Jacobs BAFO was approximately 1% higher than ARCADIS which the Selection Committee considered minimal. Jacobs's annualized FLWA for CM-1393 is approximately 5% higher than the prior contract with Edwards & Kelcey. The BAFO represents savings of 5% (base) and 4% (option) for Jacobs, and 13% for both base and option for NCE on loaded average rates for equivalent titles over the original proposal. Capital Program Management and Procurement have determined the BAFO to be "Fair and Reasonable" based on analysis of the initial and revised cost proposals and the competitive nature of this RFP.

Jacobs is currently performing value engineering services for NYCT through Edwards & Kelcey under CM-1274, and previously under CM-1034, CM-1114, and CM-1229. NCE has done value engineering studies for various government agencies including the City of New York (Newtown Creek CSO Long Term Control Plan VE Study), and NYSDOT (Gowanus Expressway Interim Deck Control 4 VE Study). Reference checks were made on these firms and revealed that their performance is satisfactory. Background investigations and materials submitted by NCE disclosed no "significant adverse information" within the meaning of the All Agency Responsibility Guidelines. Jacobs was awarded CM-1317 for Charleston Bus Depot Annex in April 2007 pursuant to an SAI approved by the Executive Director. Background investigation and materials submitted by Jacobs disclosed no "significant adverse information" since that SAI (which reported on 1994 and 2001 instances) was issued in April 2007. That approval also applied to all future awards to Jacobs.

### **III. MBE/WBE:**

The MTA Department of Diversity and Civil Rights has established 0% MBE and 0% WBE goals for this project.

### **IV. ALTERNATIVES:**

Perform the work using in-house personnel. At this time, in-house personnel do not have the expertise necessary to perform the specific tasks required under the scope of work for this project.

### **V. CAPITAL PROGRAM REPORTING:**

This Contract has been reviewed for compliance with the requirements of the 1986 legislation applicable to Capital Contract Awards and the necessary inputs have been secured from the responsible functional departments.

### **VI. IMPACT ON FUNDING:**

The cost of this contract will be funded with 100% MTA funds. A WAR Certificate will be requested and the contract will not be executed until a WAR Certificate has been issued.

# Staff Summary

<b>Item Number</b> 6-7					
<b>Division &amp; Division Head Name:</b> VP Materiel, Stanley J. Grill					
Division Head Signature & Date  <i>Stanley J. Grill</i>					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
1	Materiel <i>MD</i>	5	EVP <i>MD</i>		
2 X	Law	6	President <i>MD</i>		
3 X	Budget	7			
4 X	CPM	8			

<b>SUMMARY INFORMATION</b>	
<b>Vendor Names</b> ARCADIS of NY, Inc.; Henningson, Durham & Richardson, Architecture and Engineering, PC;	<b>Contract Number</b> CM-1396 CM-1397
<b>Description</b> IQ Risk Assessment Consultant Services	
<b>Total Amount</b> \$3,300,000 each including Option	
<b>Contract Term (including Options, if any)</b> 36 months with 24-month Option	
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## I. PURPOSE/RECOMMENDATION

To obtain Board approval to award a Joint New York City Transit (NYCT) and Metro-North Railroad procurement for two Indefinite Quantity (IQ) contracts for Risk Assessment Consultant Services. Each firm will be awarded a base contract for an estimated \$2 million within an overall budget of \$4.2 million in task orders to be issued over the contract term of 36 months. Each contract has an Option for 24 months, estimated at \$1.3 million. The Option will be exercised upon approval by the NYCT Assistant Chief Procurement Officer. The awards are as follows:

### Consultant Firms

	Est. Award Amount (incl. Option)	Contract No.
1. ARCADIS of NY, Inc.	\$3,300,000	CM-1396
2. Henningson, Durham & Richardson, Architecture and Engineering, PC	\$3,300,000	CM-1397

## II. DISCUSSION

NYCT and MNR are seeking to retain the services of consulting firms to provide integrated cost and schedule risk assessment studies and/or updates for capital construction projects that may have significant external cost drivers. Following review of the project requirements by the MTA Business Service Center, Metro North was identified as a participant to partner with NYCT on this procurement. Risk assessments will be completed for projects that require development of new technology, have complex phasing plans or significant customer impact, and any projects with budgets exceeding \$100 million. Risk assessments quantify the positive or negative impacts in terms of time and cost of the various risks to the budget and schedule and identify corrective actions that can be taken to mitigate these risks and keep projects on schedule and within budget. When the MTA began a risk assessment program in early 2008 NYCT reviewed existing contracts to determine whether current consultants were capable of doing this work. We found that the current value engineering consultant Lewis & Zimmerman Associates, Inc. (now ARCADIS of NY, Inc.) was capable of performing risk assessments, and their contract, CM-1273, was modified to include risk assessment titles. Before CM-1273 expired it was determined that risk assessments were specialty work requiring a unique set of skills and should be solicited independently of VE. The recommended Consultants will provide all staff and materials necessary to conduct a comprehensive risk assessment process. The Consultants will review project documents, attend key meetings with project team members, develop presentation materials identifying cost and schedule risks, and conduct collaborative risk workshops with all project stakeholders at which quantification of cost and schedule risks and possible mitigation strategies will be discussed. The Consultant will simulate this data in an integrated cost and schedule model and will generate preliminary and final risk assessment reports and a final presentation. The Consultants may also be asked to update prior risk assessments as necessary due to changes in project scope or site conditions. NYCT/MNR are pursuing multiple awards to avert any potential conflicts of interest.

# Staff Summary

stemming from a Consultant performing a risk assessment for a project on which they are also proposing to perform design or construction management.

Consultant services will be utilized on an individual Task Order basis. NYCT's budget for the base contracts is \$4,000,000; MNR's budget is \$200,000. Task Orders generally will not exceed \$100,000. Generally, Consultants will be selected on a rotation basis unless there are overriding reasons not to do so. The Project Manager may submit the SOW to multiple consultants to obtain competitive proposals. If the Task Order should exceed \$100,000, the designated Procurement Representative will issue the Task Order request for proposal and will be the sole point of contact until the Task Order is executed.

Fourteen submissions were received in response to NYCT's Step 1 advertisements. Qualification packages contained Schedule J Responsibility Questionnaire, SF-330 forms, a sample risk assessment report and qualification statements. The Selection Committee recommended six firms to receive the RFP: ARCADIS of NY, Inc.; Golder Associates, Inc.; Henningson, Durham & Richardson, Architecture and Engineering, Inc. (HDR); Jacobs Civil Consultants, Inc.; PB Americas, Inc. (PB); and Louis Berger Group (LBG). The remaining eight were not selected because they submitted inadequate proposals and/or sample reports and did not have the requisite experience and staffing for this work. In Step 2, the six short-listed firms submitted technical proposals and held oral presentations. The Committee recommended four firms for negotiations: ARCADIS, HDR, PB and LBG. These firms were chosen because they demonstrated a thorough understanding of the process and a comprehensive and flexible approach to the work..

The RFP provided labor titles and estimated hours per title, for evaluation purposes only. Consultants submitted three cost proposal templates with their proposed pricing for the base contract, a typical Task Order based on a sample Scope of Work, and the Option. The in-house estimate for the base contract was \$3,305,706.84 and 14,024 hours. The in-house estimate's fully loaded weighted average hourly rate (FLWAHR) without out-of-pocket costs was \$228.59. Since the estimate and Consultants all used 14,024 hours, negotiations focused on labor rates, overhead, and fixed fees. Overhead rates were negotiated in line with MTA Audit recommendations and/or current contractual rates. The Best and Final Offers (BAFOs) for the base contract were: LBG \$1,767,610, ARCADIS \$1,860,813, PB \$2,085,529 and HDR \$2,105,244. The BAFOs for the typical Task Order proposal were: HDR \$50,440 (394 hours), ARCADIS \$62,643 (440 hours), LBG \$68,698 (596 hours) and PB \$70,637 (350 hours). The Selection Committee voted to not recommend PB Americas for award. Despite having a lower overall proposal for the base contract than HDR, PB had the highest cost per Task Order and the lowest number of proposed hours. Since PB had more than twice the cost for out-of-pockets than any other Consultant due to higher travel expenses the Committee agreed their proposal was the least cost effective. The BAFO FLWAHRs without out-of-pocket costs were: LBG \$118.91, ARCADIS \$125.56 and HDR \$142.99. The Cost Price Objectives were: ARCADIS \$147.48, HDR \$141.00 and LBG \$128.43. On a recent Task Order ARCADIS' FLWAHR was \$117.19; with the new rates the FLWAHR would be \$120.00. The Consultants agreed to rate increases that range from 1.5% to 2.4% annually for the Option period. CPM Procurement and MNR have determined the BAFOs to be "Fair and Reasonable" based on an analysis of the initial and revised cost proposals and the competitive nature of the RFP.

ARCADIS is currently performing risk assessments under NYCT Value Engineering Contract, CM-1273. HDR performed a cost risk assessment for the NYCT Sea Beach line rehabilitation, Contract CM-1333. LBG is performing risk analyses for the World Trade Center Construction Program for the Port Authority of NY and NJ. References checked were satisfactory.

Procurement's investigation disclosed no "significant adverse information" (SAI) within the meaning of the All Agency Responsibility Guidelines for ARCADIS and HDR. Information that may be considered SAI was submitted by LBG. LBG is not being presented to the Board for approval at this time. We will seek Board approval for LBG upon receipt of an SAI memo approved by the MTA Chairman and Chief Executive Officer.

### **III. M/WBE INFORMATION**

The MTA Department of Diversity and Civil Rights has established 0% MBE and 0% WBE goals for this project.

### **IV. CAPITAL PROGRAM REPORTING**

This contract has been reviewed for compliance with the requirements of the 1986 legislation applicable to Capital Contract Awards and the necessary inputs have been secured from the responsible functional departments.

### **V. IMPACT ON FUNDING**

Projects will be funded on an individual Task Order basis. A WAR Certificate will be issued for each Task Order prior to award.

### **VI. ALTERNATIVES**

None. At this time, CPM lacks available in-house staff to perform the work required.



<b>Vendor Name (&amp; Location)</b>
ACS State & Local Solutions (Newark, NJ)
<b>Description</b>
Administer the EasyPay MetroCard Program
<b>Contract Term (including Options, if any)</b>
Five years, with a two year option
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a
<b>Procurement Type</b>
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
<b>Solicitation Type</b>
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other

Contract Number 08H9963	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount:	\$4,503,340.00 (Est.)
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Department of Corporate Communications, Paul Fleuranges	

This contract to administer the EasyPay MetroCard Program, formerly the Reduced Fare MetroCard Mail & Ride Program, was specifically designed for senior citizens over sixty five (65) years of age and people with qualified disabilities as a convenient way to add value to their MetroCards. NYC Transit is the only MTA Agency that offers this program, and it is anticipated that this program will ultimately be replaced by SmartCard. Should that occur prior to the expiration of this agreement, the Contract contains the appropriate termination for convenience clause. Under the terms of the contract, the Contractor is required to provide all services in connection with the administration and maintenance of the program that includes customer service, account set-up, payment processing, mailing of statements and notices, operation of a web-site, and a voice response system. The program has been well received by customers, and since the award of the base contract, the program has grown significantly and the range of services provided has expanded. The program began in 1996 with approximately 46,000 active accounts, and today there are approximately 121,000 active accounts. To better reflect the wide range of services being offered, the program was renamed the EasyPay MetroCard Program. Currently, there are three options under the EasyPay MetroCard Program. There is the original option for reduced-fare customers and two for full-fare customers. The Full-Fare EasyPayXpress Pay-Per-Ride customers pay for rides automatically with a credit/debit card, and the Full-Fare EasyPayXpress Unlimited MetroCard customers have a monthly card that re-charges automatically month after month, yet allows enrollees the flexibility to convert that card to the pay-per ride mode. To ensure the continuity of the administration of the EasyPay MetroCard Program, a Request for Proposal (RFP) was publicly advertised in April 2009. In response, three proposals were received from Chase, Kinsail Corporation (Kinsail), and ACS State & Local Solutions (ACS). On the basis of initial evaluations, two firms (Chase and ACS) were invited for Oral Presentations. Kinsail was eliminated because the firm has only been in business for two (2) years and lacks the experience required to provide the services required in the Scope of Work. Upon conclusion of Oral Presentations the Selection Committee determined that the two firms were technically qualified and voted to conduct negotiations with both. Negotiations focused on clarifying the Scope of Work, obtaining agreement to all terms and conditions and reducing unit prices in the Price Schedule. As a result of the negotiations BAFOs were received in the amount of \$8,972,518 and \$4,503,340 from Chase and ACS respectively. Under the current contract with Chase, the monthly cost per account is \$0.94 with mailing; ACS has proposed a unit price of \$0.86 per account with mailing, which represents a savings of \$0.08 on monthly charges per account. The unit price does not include special mailings such as braille and large print. The Selection Committee recommends ACS for award. ACS' BAFO of \$4,503,340 is \$2,537,373 or 36% below its original proposal of \$7,040,703 and is considered fair and reasonable.

**Schedule H: Modifications to Personal Service & Miscellaneous Contracts**  **New York City Transit**

Item Number: 9

<b>Vendor Name (&amp; Location)</b> JP Morgan Chase (Secaucus, NJ)	
<b>Description</b> Administer the EasyPay MetroCard Program	
<b>Contract Term (including Options, if any)</b> January 1, 2005 – December 31, 2009	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Corporate Communications, Paul Fleuranges	

Contract Number	AWO/Modification #
04A8855	2
<b>Original Amount:</b>	
	\$ 4,935,650.00
<b>Prior Modifications:</b>	
	\$ 0
<b>Prior Budgetary Increases:</b>	
	\$ 0
<b>Current Amount:</b>	
	\$ 4,935,650.00
<b>This Request:</b>	
	\$ 450,000.00 (Est.)
<b>% of This Request to Current Amount:</b>	
	9%
<b>% of Modifications (Including This Request) to Original Amount:</b>	
	9%

**Discussion:**

This contract to administer the EasyPay MetroCard Program, formerly the Reduced Fare MetroCard Mail & Ride Program, was specifically designed for senior citizens over sixty five (65) years of age and people with qualified disabilities as a convenient way to add value to their MetroCards. JP Morgan Chase is required to provide all services in connection with the administration and maintenance of the program that includes customer service, account set-up, payment processing, mailing of statements and notices, operation of a web-site, and a voice response system. The program has been well received by customers, and since the award of the base contract, the program has grown significantly and the range of services provided has expanded. The program began in 1996 with approximately 46,000 active accounts, and today there are approximately 121,000 active accounts. To better reflect the wide range of services being offered, the program was renamed the EasyPay MetroCard Program. Currently, there are three options under the EasyPay MetroCard Program. There is the original option for reduced-fare customers and two for full-fare customers. The Full-Fare EasyPayXpress Pay-Per-Ride customers pay for rides automatically with a credit/debit card, and the Full-Fare EasyPayXpress Unlimited MetroCard customers have a monthly card that re-charges automatically month after month, yet allows enrollees the flexibility to convert that card to the pay-per ride mode. This modification is to extend the contract term for six months from January 1, 2010 to June 30, 2010. This extension is necessary to facilitate the transition from the current Contract No. 04A8855 with Chase to the new replacement Contract No. 08H9963 with ACS State & Local Solutions (ACS). To ensure the continuity of the administration of the EasyPay MetroCard Program, a Request for Proposal (RFP) was publicly advertised in April 2009. At the Selection Committee's recommendation, approval to award the successor contract to ACS will be sought at the December MTA Board meeting. As part of its initial proposal ACS requested a six (6)-month transition period. Chase has agreed to maintain the same rates, and terms and conditions negotiated under the base contract during the extension period. Although \$736,745 is the estimated expenditure for the six (6) month extension period, approximately \$286,745 will be rolled over and utilized; therefore, only \$450,000 in funding is being requested. Technology Contracts Management considers the total expenditure of \$736,745 for the six (6) month extension period fair and reasonable. Corporate Communications concurs with this determination.

# Schedule K: Ratification of Completed Procurement Actions



Item Number: 1

<b>Vendor Name (&amp; Location)</b> Judlau Contracting, Inc. (College Point, NY)	
<b>Description</b> Rehabilitation of Avenue U and Neck Road Stations – Brighton Line	
<b>Contract Term (including Options, if any)</b> July 28, 2008 – October 30, 2010	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Capital Program Management, Frederick E. Smith	

Contract Number	AWO/Modification #
A-35864	15
Original Amount:	\$ 57,748,000.00
Prior Modifications:	\$ 83,196.00
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 57,831,196.00
This Request:	\$ 272,423.00
% of This Request to Current Amount:	0.5%
% of Modifications (including This Request) to Original Amount:	0.6%


## Discussion:

This contract is for the rehabilitation of the elevated Avenue U Station and Neck Road Station on the Brighton Line in Brooklyn. Improvements include platform reconstruction; platform canopy replacement; track re-alignment; upgraded lighting, electrical, communications, mechanical, plumbing and storm drainage systems; new Arts-for-Transit mosaics; the demolition and replacement of existing stairs; and the demolition and replacement of the sixty-year old station annex building at each station. The replacement annex buildings will be one story higher to accommodate wide, fully enclosed concrete stairs, replacing the existing narrow stairways that ascended to the platform. Therefore, the contract calls for the replacement annex buildings to be rebuilt on the same footprint, but on stronger foundation column bases, supplemented by driving 21 new 7-inch diameter, 56-foot deep mini piles (10 at Neck Road Station & 11 at Avenue U) adjacent to the existing footings. However, as the existing station annex buildings were demolished and their footings were exposed, it was discovered that certain footings were not deep enough. Accordingly, the foundations were redesigned. The new design requires the existing footing walls to be demolished and the column bases to be supported entirely by mini piles in the affected areas. This modification covers the demolition of the existing footing walls and the furnishing and installation of an additional 23 mini piles (10 at Neck Road and 13 at Avenue U). The contractor submitted an initial proposal of \$302,516; NYC Transit's estimate was \$309,714. Following negotiations, a lump sum price of \$272,423 was agreed upon and is considered to be fair and reasonable. Savings of \$30,093 were obtained. The contractor requests the Substantial Completion date be extended by 32 excusable, non-impactable days, while NYC Transit schedule analysis shows the work can be done concurrently with contract work. Accordingly, this modification must be issued as a unilateral directive with regard to schedule. This modification is retroactive. In order to avoid contract delay, the Construction Manager directed the contractor to proceed on September 4, 2009.

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
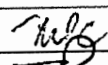

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<b>Subject</b> 2010 Budget for MTA New York City Transit
<b>Department</b> Office of Management & Budget
<b>Department Head Name</b> Aaron Stern
<b>Department Head Signature</b> 
<b>Project Manager Name</b>

<b>Date</b> December 1, 2009
<b>Vendor Name</b> NA
<b>Contract Number</b> NA
<b>Contract Manager Name</b> NA
<b>Table of Contents Ref #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	TA Committee		X		
2	Finance Committee		X		
3	MTA Board		X		

Internal Approvals			
Order	Approval	Order	Approval
1	OMB - Director 		
2	Executive VP 		
3	President 		

### Purpose

To secure MTA Board adoption of MTA New York City Transit's 2009 November Forecast and 2010 Final Proposed Budget.

### Discussion

The 2010 Final Proposed Baseline Budget, which is consistent with information presented to the Board in November, provides sufficient funding to maintain MTA New York City Transit's current service levels, as well as MTA's commitment to safety and security. This is accomplished primarily through the implementation of organizational and operating efficiencies (Programs to Eliminate the GAP) that serve to optimize the use of resources to achieve agency goals.

### 2009 November Forecast-Baseline

Total operating revenues are projected at \$3.400 billion, including \$3.139 billion of farebox revenues. Total non-reimbursable expenses before depreciation and other post-employment benefits are projected to be \$6.075 billion in 2009, consisting of labor costs of \$4.561 billion and non-labor expenses of \$1.514 billion. Non-cash depreciation expense is projected at \$1.250 billion and other post-employment benefit expenses are projected at \$1.055 billion, which is based upon adoption of GASB #45 in 2007. Total end-of-year positions are projected at 48,666, including 43,129 non-reimbursable positions and 5,537 reimbursable positions.

### 2010 Final Proposed Budget-Baseline

Total operating revenues are projected at \$3.585 billion, including farebox revenues of \$3.279 billion. Total non-reimbursable expenses before depreciation and other post-employment benefits are projected to be \$6.349 billion in 2010, consisting of labor costs of \$4.684 billion and non-labor expenses of \$1.665 billion. Non-cash depreciation expense is projected at \$1.325 billion and other post-employment benefit expenses are projected at \$1.099 billion. Total end-of-year positions are projected at 48,192, including 42,893 non-reimbursable positions and 5,299 reimbursable positions.

**Programs to Eliminate the Gap**

The 2010 Final Proposed Budget includes Programs to Eliminate the Gap (PEGs) totaling \$51.7 million, including reductions of 309 full-time positions. These gap-closing actions include: maintenance-related savings of \$36.2 million and 232 full-time positions; administrative savings of \$5.2 million and 14 full-time positions; service support savings of \$1.2 million and 36 full-time positions and other savings (mostly fuel economies) of \$9.1 million and 27 positions. The 2009 November Forecast includes a total savings of \$16.2 million. The above programs will not compromise MTA New York City Transit's high standards of service reliability, safety and security. The projected position reductions will be achieved through attrition.

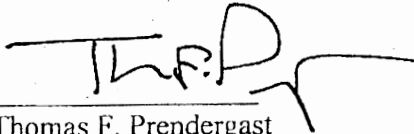
**Impact on Funding**

The 2009 November Forecast and the 2010 Final Proposed Budget's revenues and expenses, Programs to Eliminate the Gap, and positions, which are presented in the attached tables, are consistent with the Proposed MTA Financial Plan.

**Recommendation**

It is recommended that the MTA Board adopt the 2009 November Forecast and the 2010 Final Proposed Budget for MTA New York City Transit and the related authorization to draw down Transit Adjudication Bureau (TAB) receipts and interest consistent with this Forecast and Final Proposed Budget.

Approved: \_\_\_\_\_



Thomas F. Prendergast  
President

**MTA NEW YORK CITY TRANSIT**  
**November Financial Plan 2010 - 2013**  
**Accrual Statement of Operations by Category**  
**(\$ in millions)**

**NON-REIMBURSABLE**

	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
<b>Revenue</b>						
Farebox Revenue:						
Subway	\$2,176.1	\$2,248.3	\$2,355.1	\$2,399.7	\$2,438.6	\$2,461.5
Bus	802.3	823.0	854.6	870.6	884.7	892.9
Paratransit	11.6	14.6	17.7	20.3	23.3	26.8
Fare Media Liability	39.4	53.1	51.8	52.1	52.2	52.2
Total Farebox Revenue	3,029.4	3,139.0	3,279.1	3,342.7	3,398.9	3,433.5
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue:						
Fare Reimbursement	101.8	84.0	103.8	103.8	103.8	103.8
Paratransit Reimbursement	81.9	71.8	91.5	108.8	129.3	154.7
Other	107.8	104.8	110.8	117.2	118.6	122.7
Total Other Operating Revenue	291.5	260.6	306.0	329.8	351.7	381.2
Capital and Other Reimbursements	0.0	0.0	0.0	0.0	0.0	0.0
Total Revenue	\$3,320.9	\$3,399.6	\$3,585.1	\$3,672.4	\$3,750.5	\$3,814.6
<b>Expenses</b>						
Labor:						
Labor:						
Payroll	\$2,761.0	\$2,815.6	\$2,866.7	\$2,924.0	\$2,977.2	\$3,038.6
Overtime	239.6	242.0	242.0	247.8	253.2	258.3
Total Salaries & Wages	3,000.6	3,057.6	3,108.7	3,171.7	3,230.4	3,296.9
Health and Welfare	455.0	478.8	517.8	559.4	607.2	663.9
OPEB Current Payment	234.5	248.8	273.7	299.2	326.9	357.0
Pensions	685.8	754.7	764.4	799.2	848.2	905.2
Other Fringe Benefits	276.6	231.3	228.7	239.1	245.7	252.5
Total Fringe Benefits	1,651.9	1,713.6	1,784.6	1,896.9	2,027.9	2,178.7
Reimbursable Overhead	(185.2)	(210.1)	(208.8)	(197.6)	(196.6)	(196.8)
Total Labor Expenses	\$4,467.3	\$4,561.1	\$4,684.4	\$4,871.0	\$5,061.6	\$5,278.9
Non-Labor:						
Traction and Propulsion Power	\$165.5	\$185.6	\$221.3	\$252.2	\$284.3	\$320.4
Fuel for Buses and Trains	183.4	120.7	138.3	153.2	164.9	176.0
Insurance	42.4	55.0	58.5	65.5	76.5	87.0
Claims	63.4	76.5	78.5	78.5	78.5	78.5
Paratransit Service Contracts	299.0	375.2	423.3	474.2	547.2	641.0
Mtce. and Other Operating Contracts	222.0	226.8	247.9	265.2	280.4	300.3
Professional Service Contracts	94.8	103.7	95.9	94.9	98.1	99.7
Materials & Supplies	302.8	315.0	340.5	333.6	352.1	363.8
Other Business Expenses	41.6	55.3	60.5	61.3	63.1	64.3
Total Non-Labor Expenses	\$1,414.9	\$1,514.0	\$1,664.7	\$1,778.7	\$1,945.1	\$2,130.9
Other Expense Adjustments:						
Other	0.0	0.0	0.0	0.0	0.0	0.0
Total Other Expense Adjustments	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Expenses before Depreciation, OPEB, ER	\$5,882.2	\$6,075.0	\$6,349.2	\$6,649.7	\$7,006.7	\$7,409.8
Depreciation	1,121.8	1,250.0	1,325.0	1,400.0	1,475.0	1,550.0
OPEB Obligation	1,026.5	1,055.4	1,098.9	1,144.8	1,191.6	1,240.3
Environmental Remediation	15.8	0.0	0.0	0.0	0.0	0.0
Total Expenses	\$8,046.2	\$8,380.4	\$8,773.1	\$9,194.5	\$9,673.3	\$10,200.1
Baseline Net Surplus/(Deficit)	(\$4,725.3)	(\$4,980.8)	(\$5,187.9)	(\$5,522.1)	(\$5,922.8)	(\$6,385.5)
2010 Program to Eliminate the Gap	0.0	16.2	51.7	54.5	54.9	57.7
Post-2010 Program to Eliminate the GAP	0.0	0.0	0.0	61.7	123.4	185.1
Net Surplus/(Deficit)	(\$4,725.3)	(\$4,964.6)	(\$5,136.2)	(\$5,405.9)	(\$5,744.5)	(\$6,142.7)

**MTA NEW YORK CITY TRANSIT**  
**November Financial Plan 2010 - 2013**  
**Accrual Statement of Operations by Category**  
**(\$ in millions)**

**REIMBURSABLE**

	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
<b>Revenue</b>						
Farebox Revenue	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	0.0	0.0	0.0	0.0	0.0	0.0
Capital and Other Reimbursements	883.1	936.8	935.9	898.6	901.8	905.4
<b>Total Revenue</b>	<b>\$883.1</b>	<b>\$936.8</b>	<b>\$935.9</b>	<b>\$898.6</b>	<b>\$901.8</b>	<b>\$905.4</b>
<b>Expenses</b>						
<b>Labor:</b>						
Payroll	\$370.0	\$394.2	\$406.6	\$393.4	\$394.3	\$397.6
Overtime	75.1	76.4	67.2	66.7	67.9	68.6
<b>Total Salaries &amp; Wages</b>	<b>445.1</b>	<b>470.6</b>	<b>473.8</b>	<b>460.1</b>	<b>462.2</b>	<b>466.2</b>
Health and Welfare	20.2	21.6	23.3	25.0	26.7	28.5
OPEB Current Payment	0.0	0.0	0.0	0.0	0.0	0.0
Pensions	17.5	18.4	18.7	18.3	17.9	17.7
Other Fringe Benefits	98.4	107.2	114.5	109.4	109.2	109.7
<b>Total Fringe Benefits</b>	<b>136.1</b>	<b>147.2</b>	<b>156.4</b>	<b>152.6</b>	<b>153.8</b>	<b>156.0</b>
Reimbursable Overhead	185.2	210.1	208.8	197.6	196.6	196.8
<b>Total Labor Expenses</b>	<b>\$766.3</b>	<b>\$828.0</b>	<b>\$839.0</b>	<b>\$810.4</b>	<b>\$812.6</b>	<b>\$819.0</b>
<b>Non-Labor:</b>						
Traction and Propulsion Power	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Fuel for Buses and Trains	0.0	0.0	0.0	0.0	0.0	0.0
Insurance	0.0	0.0	0.0	0.0	0.0	0.0
Claims	0.1	0.0	0.0	0.0	0.0	0.0
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0	0.0
Mtce. and Other Operating Contracts	39.7	32.2	28.9	28.9	28.9	28.9
Professional Service Contracts	19.0	16.2	15.4	14.3	13.2	13.2
Materials & Supplies	58.5	60.1	51.7	44.3	46.3	43.6
Other Business Expenses	(0.5)	0.4	0.8	0.8	0.7	0.7
<b>Total Non-Labor Expenses</b>	<b>\$116.7</b>	<b>\$108.9</b>	<b>\$96.8</b>	<b>\$88.3</b>	<b>\$89.2</b>	<b>\$86.4</b>
<b>Other Expense Adjustments:</b>						
Other	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total Other Expense Adjustments</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Total Expenses before Depreciation</b>	<b>\$883.1</b>	<b>\$936.8</b>	<b>\$935.9</b>	<b>\$898.6</b>	<b>\$901.8</b>	<b>\$905.4</b>
Depreciation	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Total Expenses</b>	<b>\$883.1</b>	<b>\$936.8</b>	<b>\$935.9</b>	<b>\$898.6</b>	<b>\$901.8</b>	<b>\$905.4</b>
<b>Baseline Net Surplus/(Deficit)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
2010 Program to Eliminate the Gap	0.0	0.0	0.0	0.0	0.0	0.0
Post-2010 Program to Eliminate the GAP	0.0	0.0	0.0	0.0	0.0	0.0
<b>Net Surplus/(Deficit)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>

**MTA NEW YORK CITY TRANSIT**  
**November Financial Plan 2010 - 2013**  
**Accrual Statement of Operations by Category**  
**(\$ in millions)**

<b>NON-REIMBURSABLE and REIMBURSABLE</b>	<b>2008 Actual</b>	<b>2009 November Forecast</b>	<b>2010 Final Proposed Budget</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>
<b>Revenue</b>						
Farebox Revenue:						
Subway	\$2,176.1	\$2,248.3	\$2,355.1	\$2,399.7	\$2,438.6	\$2,461.5
Bus	802.3	823.0	854.6	870.6	884.7	892.9
Paratransit	11.6	14.6	17.7	20.3	23.3	26.8
Fare Media Liability	39.4	53.1	51.8	52.1	52.2	52.2
<b>Total Farebox Revenue</b>	<b>3,029.4</b>	<b>3,139.0</b>	<b>3,279.1</b>	<b>3,342.7</b>	<b>3,398.9</b>	<b>3,433.5</b>
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue:						
Fare Reimbursement	101.8	84.0	103.8	103.8	103.8	103.8
Paratransit Reimbursement	81.9	71.8	91.5	108.8	129.3	154.7
Other	107.8	104.8	110.8	117.2	118.6	122.7
<b>Total Other Operating Revenue</b>	<b>291.5</b>	<b>260.6</b>	<b>306.0</b>	<b>329.8</b>	<b>351.7</b>	<b>381.2</b>
Capital and Other Reimbursements	883.1	936.8	935.9	898.6	901.8	905.4
<b>Total Revenue</b>	<b>\$4,204.0</b>	<b>\$4,336.5</b>	<b>\$4,521.0</b>	<b>\$4,571.1</b>	<b>\$4,652.3</b>	<b>\$4,720.0</b>
<b>Expenses</b>						
Labor:						
Payroll	3,130.9	3,209.8	3,273.2	3,317.4	3,371.5	3,436.2
Overtime	314.7	318.4	309.2	314.5	321.1	326.9
<b>Total Salaries &amp; Wages</b>	<b>3,445.7</b>	<b>3,528.2</b>	<b>3,582.5</b>	<b>3,631.8</b>	<b>3,692.6</b>	<b>3,763.2</b>
Health and Welfare	475.2	500.4	541.1	584.4	633.8	692.4
OPEB Current Payment	234.5	248.8	273.7	299.2	326.9	357.0
Pensions	703.3	773.2	783.1	817.5	866.1	923.0
Other Fringe Benefits	375.0	338.5	343.2	348.5	354.9	362.2
<b>Total Fringe Benefits</b>	<b>1,788.0</b>	<b>1,860.8</b>	<b>1,941.0</b>	<b>2,049.5</b>	<b>2,181.7</b>	<b>2,334.7</b>
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total Labor Expenses</b>	<b>\$5,233.6</b>	<b>\$5,389.0</b>	<b>\$5,523.5</b>	<b>\$5,681.4</b>	<b>\$5,874.2</b>	<b>\$6,097.8</b>
Non-Labor:						
Traction and Propulsion Power	165.5	185.6	221.3	252.2	284.3	320.4
Fuel for Buses and Trains	183.4	120.7	138.3	153.2	164.9	176.0
Insurance	42.4	55.0	58.5	65.5	76.5	87.0
Claims	63.5	76.5	78.5	78.5	78.5	78.5
Paratransit Service Contracts	299.0	375.2	423.3	474.2	547.2	641.0
Mtce. and Other Operating Contracts	261.7	258.9	276.8	294.1	309.4	329.3
Professional Service Contracts	113.8	119.9	111.3	109.2	111.3	112.9
Materials & Supplies	361.4	375.1	392.3	377.9	398.5	407.3
Other Business Expenses	41.0	55.8	61.2	62.1	63.9	65.0
<b>Total Non-Labor Expenses</b>	<b>\$1,531.7</b>	<b>\$1,622.8</b>	<b>\$1,761.6</b>	<b>\$1,867.0</b>	<b>\$2,034.3</b>	<b>\$2,217.3</b>
Other Expense Adjustments:						
Other	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total Other Expense Adjustments</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Total Expenses before Depreciation, OPEB, ER</b>	<b>\$6,765.3</b>	<b>\$7,011.9</b>	<b>\$7,285.0</b>	<b>\$7,548.4</b>	<b>\$7,908.5</b>	<b>\$8,315.2</b>
Depreciation	1,121.8	1,250.0	1,325.0	1,400.0	1,475.0	1,550.0
OPEB Obligation	1,026.5	1,055.4	1,098.9	1,144.8	1,191.6	1,240.3
Environmental Remediation	15.8	0.0	0.0	0.0	0.0	0.0
<b>Total Expenses</b>	<b>\$8,929.3</b>	<b>\$9,317.3</b>	<b>\$9,708.9</b>	<b>\$10,093.2</b>	<b>\$10,575.1</b>	<b>\$11,105.5</b>
<b>Baseline Net Surplus/(Deficit)</b>	<b>(\$4,725.3)</b>	<b>(\$4,980.8)</b>	<b>(\$5,187.9)</b>	<b>(\$5,522.1)</b>	<b>(\$5,922.8)</b>	<b>(\$6,385.5)</b>
2010 Program to Eliminate the Gap	0.0	16.2	51.7	54.5	54.9	57.7
Post-2010 Program to Eliminate the GAP	0.0	0.0	0.0	61.7	123.4	185.1
<b>Net Surplus/(Deficit)</b>	<b>(\$4,725.3)</b>	<b>(\$4,964.6)</b>	<b>(\$5,136.2)</b>	<b>(\$5,405.9)</b>	<b>(\$5,744.5)</b>	<b>(\$6,142.7)</b>

**MTA NEW YORK CITY TRANSIT**  
**November Financial Plan 2010 - 2013**  
**Cash Receipts & Expenditures**  
(\$ in millions)

	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
<b>Receipts</b>						
Farebox Revenue	\$3,046.9	\$3,147.5	\$3,283.3	\$3,346.9	\$3,397.4	\$3,443.4
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue:						
Fare Reimbursement	101.9	84.0	103.8	103.8	103.8	103.8
Paratransit Reimbursement	86.2	71.3	91.3	108.6	128.9	154.3
Other	139.3	117.3	113.3	119.7	121.1	125.2
Total Other Operating Revenue	327.4	272.7	308.3	332.1	353.8	383.3
Capital and Other Reimbursements	845.5	969.8	972.7	903.8	900.6	904.1
<b>Total Receipts</b>	<b>\$4,219.8</b>	<b>\$4,390.0</b>	<b>\$4,564.3</b>	<b>\$4,582.8</b>	<b>\$4,651.9</b>	<b>\$4,730.8</b>
<b>Expenditures</b>						
Labor:						
Payroll	\$3,121.2	\$3,187.9	\$3,254.3	\$3,292.6	\$3,336.4	\$3,409.8
Overtime	314.5	316.2	307.4	312.1	317.7	324.4
Total Salaries & Wages	3,435.7	3,504.1	3,561.8	3,604.7	3,654.1	3,734.3
Health and Welfare	487.7	487.9	536.8	579.7	628.8	686.9
OPEB Current Payment	234.5	248.8	273.7	299.2	326.9	357.0
Pensions	574.6	746.9	780.9	822.2	871.6	924.8
Other Fringe Benefits	308.8	319.2	324.2	329.9	336.5	345.3
Total Fringe Benefits	1,605.6	1,802.7	1,915.6	2,030.9	2,163.7	2,314.0
GASB Account	39.3	41.0	42.0	43.2	44.5	45.6
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total Labor Expenditures</b>	<b>\$5,080.6</b>	<b>\$5,347.8</b>	<b>\$5,519.3</b>	<b>\$5,678.9</b>	<b>\$5,862.4</b>	<b>\$6,093.9</b>
Non-Labor:						
Traction and Propulsion Power	\$161.6	\$185.6	\$221.3	\$252.2	\$284.3	\$320.4
Fuel for Buses and Trains	192.2	116.6	138.3	153.2	164.9	176.0
Insurance	39.1	55.4	58.9	65.8	80.3	88.1
Claims	68.7	75.2	65.4	65.7	67.4	69.2
Paratransit Service Contracts	272.3	378.2	418.3	469.2	542.2	636.0
Mice, and Other Operating Contracts	271.3	271.2	288.5	304.8	320.1	340.0
Professional Service Contracts	102.9	113.5	106.3	104.2	106.3	107.9
Materials & Supplies	371.8	371.7	394.3	379.9	400.5	409.3
Other Business Expenditures	40.4	52.8	61.2	62.1	63.9	65.0
<b>Total Non-Labor Expenditures</b>	<b>\$1,520.3</b>	<b>\$1,620.4</b>	<b>\$1,752.6</b>	<b>\$1,857.2</b>	<b>\$2,029.7</b>	<b>\$2,211.8</b>
Other Expenditure Adjustments:						
Other	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total Other Expenditure Adjustments</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Total Expenditures</b>	<b>\$6,600.9</b>	<b>\$6,968.1</b>	<b>\$7,271.9</b>	<b>\$7,536.1</b>	<b>\$7,892.1</b>	<b>\$8,305.7</b>
<b>Baseline Net Cash Deficit</b>	<b>(\$2,381.1)</b>	<b>(\$2,578.2)</b>	<b>(\$2,707.6)</b>	<b>(\$2,953.3)</b>	<b>(\$3,240.2)</b>	<b>(\$3,574.9)</b>
2010 Program to Eliminate the Gap	0.0	16.2	51.7	54.5	54.9	57.7
Post-2010 Program to Eliminate the GAP	0.0	0.0	0.0	61.7	123.4	185.1
<b>Net Cash Deficit</b>	<b>(\$2,381.1)</b>	<b>(\$2,561.9)</b>	<b>(\$2,655.9)</b>	<b>(\$2,837.1)</b>	<b>(\$3,061.9)</b>	<b>(\$3,332.1)</b>

**MTA NEW YORK CITY TRANSIT**  
**November Financial Plan 2010 - 2013**  
**Cash Conversion (Cash Flow Adjustments)**  
**(\$ in millions)**

	2008	2009	2010			
	Actual	November Forecast	Final Proposed Budget	2011	2012	2013
<b>Receipts</b>						
Farebox Revenue	\$17.5	\$8.5	\$4.2	\$4.2	(\$1.5)	\$9.9
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue:						
Fare Reimbursement	0.1	0.0	0.0	0.0	0.0	0.0
Paratransit Reimbursement	4.3	(0.5)	(0.2)	(0.2)	(0.3)	(0.4)
Other	31.5	12.5	2.5	2.5	2.5	2.5
Total Other Operating Revenue	35.9	12.0	2.3	2.3	2.2	2.1
Capital and Other Reimbursements	(37.6)	33.0	36.8	5.2	(1.2)	(1.3)
<b>Total Receipt Adjustments</b>	<b>\$15.8</b>	<b>\$53.5</b>	<b>\$43.3</b>	<b>\$11.7</b>	<b>(\$0.5)</b>	<b>\$10.8</b>
<b>Expenditures</b>						
<b>Labor:</b>						
Payroll	\$9.8	\$21.9	\$18.9	\$24.7	\$35.1	\$26.4
Overtime	0.2	2.2	1.8	2.4	3.4	2.5
Total Salaries & Wages	10.0	24.1	20.7	27.1	38.4	28.9
Health and Welfare	(12.5)	12.6	4.3	4.7	5.1	5.5
OPEB Current Payment	0.0	0.0	0.0	0.0	0.0	0.0
Pensions	128.7	26.2	2.1	(4.7)	(5.5)	(1.8)
Other Fringe Benefits	66.2	19.3	19.0	18.6	18.4	16.9
Total Fringe Benefits	182.4	58.1	25.4	18.6	18.0	20.6
GASB Account	(39.3)	(41.0)	(42.0)	(43.2)	(44.5)	(45.6)
Reimbursable Overhead						
<b>Total Labor Expenditures</b>	<b>\$153.0</b>	<b>\$41.2</b>	<b>\$4.1</b>	<b>\$2.5</b>	<b>\$11.9</b>	<b>\$4.0</b>
<b>Non-Labor:</b>						
Traction and Propulsion Power	\$3.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Fuel for Buses and Trains	(8.8)	4.1	0.0	0.0	0.0	0.0
Insurance	3.3	(0.3)	(0.3)	(0.2)	(3.7)	(1.1)
Claims	(5.2)	1.3	13.0	12.7	11.0	9.3
Paratransit Service Contracts	26.7	(3.0)	5.0	5.0	5.0	5.0
Mtce. and Other Operating Contracts	(9.6)	(12.3)	(11.7)	(10.7)	(10.7)	(10.7)
Professional Service Contracts	10.9	6.4	5.0	5.0	5.0	5.0
Materials & Supplies	(10.4)	3.4	(2.0)	(2.0)	(2.0)	(2.0)
Other Business Expenditures	0.6	2.9	0.0	0.0	0.0	0.0
<b>Total Non-Labor Expenditures</b>	<b>\$11.4</b>	<b>\$2.5</b>	<b>\$9.0</b>	<b>\$9.8</b>	<b>\$4.6</b>	<b>\$5.5</b>
Other Expenditure Adjustments:						
Other	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total Other Expenditure Adjustments</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Total Expenditure Adjustments</b>	<b>\$164.4</b>	<b>\$43.7</b>	<b>\$13.1</b>	<b>\$12.3</b>	<b>\$16.4</b>	<b>\$9.5</b>
<b>Total Cash Conversion Adjustments before Depreciation, OPEB, ER</b>	<b>\$180.2</b>	<b>\$97.2</b>	<b>\$56.4</b>	<b>\$23.9</b>	<b>\$16.0</b>	<b>\$20.3</b>
Depreciation Adjustment	1,121.8	1,250.0	1,325.0	1,400.0	1,475.0	1,550.0
OPEB Obligation	1,026.5	1,055.4	1,098.9	1,144.8	1,191.6	1,240.3
Environmental Remediation	15.8	0.0	0.0	0.0	0.0	0.0
<b>Baseline Total Cash Conversion Adj.</b>	<b>\$2,344.2</b>	<b>\$2,402.6</b>	<b>\$2,480.3</b>	<b>\$2,568.7</b>	<b>\$2,682.6</b>	<b>\$2,810.6</b>
2010 Program to Eliminate the Gap	0.0	0.0	0.0	0.0	0.0	0.0
Post-2010 Program to Eliminate the GAP	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total Cash Conversion Adjustments</b>	<b>\$2,344.2</b>	<b>\$2,402.6</b>	<b>\$2,480.3</b>	<b>\$2,568.7</b>	<b>\$2,682.6</b>	<b>\$2,810.6</b>

MTA NEW YORK CITY TRANSIT  
November Financial Plan 2010-2013  
Ridership/ (Utilization)  
(in millions)

	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
<b>RIDERSHIP</b>						
Fixed Route						
Subway	1,623.9	1,579.5	1,572.2	1,600.7	1,625.5	1,640.2
Bus	747.0	726.6	718.3	730.5	741.4	747.6
Paratransit*	7.2	8.5	9.8	11.2	12.9	14.9
Baseline Total Ridership	2,378.1	2,314.6	2,300.3	2,342.4	2,379.8	2,402.6
Impact of:						
2010 Program to Eliminate the Gap	0.0	0.0	0.0	0.0	0.0	0.0
Post-2010 Program to Eliminate the Gap						
Total Ridership	2,378.1	2,314.6	2,300.3	2,342.4	2,379.8	2,402.6

\* Paratransit ridership includes guests and personal care attendants.

MTA New York City Transit  
November Financial Plan 2010-2013  
Summary of 2010 Program to Eliminate the Gap (PEGs)  
(\$ in millions)

		2009		2010		2011		2012		2013	
		Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
<b>Administration</b>											
Administrative Efficiencies - Administration					\$0.223		\$0.223		\$0.223		\$0.223
Administrative Efficiencies - Buses		0	\$3.953		\$1.702		\$1.253		\$0.925		\$0.572
Administrative Efficiencies - Corporate			\$0.000		\$0.626		\$0.626		\$0.626		\$0.626
Administrative Efficiencies - EVP		0	\$0.200	4	\$0.639	4	\$0.919	4	\$0.919	4	\$0.919
Administrative Efficiencies - Law		0	\$0.030	2	\$0.773	2	\$0.673	2	\$0.673	2	\$0.673
Administrative Efficiencies - Workforce			\$0.000	6	\$0.522	6	\$0.522	6	\$0.522	6	\$0.522
Normal Replacement Savings		0	\$0.250		\$0.250		\$1.400		\$1.400		\$1.400
Technology Efficiencies		0	\$0.936	2	\$0.474	2	\$0.563	2	\$0.563	2	\$0.563
<b>Sub-Total Administration</b>		<b>0</b>	<b>\$5.369</b>	<b>14</b>	<b>\$5.209</b>	<b>14</b>	<b>\$6.179</b>	<b>14</b>	<b>\$5.851</b>	<b>14</b>	<b>\$5.498</b>
<b>Customer Convenience/Amenities</b>											
<b>Sub-Total Customer Convenience/Amenities</b>		<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>
<b>Maintenance</b>											
Employee Facility Rehabilitation Savings - DOB			\$1.300	47	\$5.277	47	\$5.967	47	\$5.967	47	\$5.967
Maintenance Efficiencies - Buses			\$0.000	26	\$4.756	16	\$4.074	6	\$4.966	46	\$7.979
Maintenance Efficiencies - Car Equipment			\$0.000	28	\$1.457	29	\$2.595	29	\$2.595	30	\$2.703
Maintenance Efficiencies - EMD			\$0.929		\$0.916		\$0.558		\$0.320		\$0.320
Maintenance Efficiencies - Infrastructure			\$0.000	7	\$0.580	3	\$0.248	4	\$0.331	4	\$0.331
New Equipment Efficiencies	10		\$0.754	5	\$0.614	5	\$0.407	5	\$0.407	5	\$0.407
Non Bus Material Reduction			\$0.000		\$1.119		\$1.119		\$1.119		\$1.119
Station Cleaning			\$0.000	25	\$1.614	25	\$1.614	25	\$1.614	25	\$1.614
Station Maintenance			\$0.000	22	\$1.829	22	\$1.829	22	\$1.829	22	\$1.829
Station Painting			\$3.000		\$12.532		\$12.532		\$12.532		\$12.532
Supervisory Broad Banding			\$0.000	2	\$0.215	2	\$0.215	2	\$0.215	2	\$0.215
Supply Logistics Efficiencies	2		\$0.279	8	\$0.734	8	\$0.808	8	\$0.808	8	\$0.808
Supply Logistics Pilot Program			\$0.000	4	\$0.432	4	\$0.432	4	\$0.432	4	\$0.432
Terminal Car Cleaning	58		\$1.898	58	\$4.124	58	\$4.124	58	\$4.124	58	\$4.124
<b>Sub-Total Maintenance</b>		<b>70</b>	<b>\$8.160</b>	<b>232</b>	<b>\$36.199</b>	<b>219</b>	<b>\$36.524</b>	<b>210</b>	<b>\$37.260</b>	<b>253</b>	<b>\$40.360</b>
<b>Other</b>											
Fuel Economies			\$0.950		\$7.627		\$7.627		\$7.627		\$7.627
Random Drug Testing				12	\$0.954	12	\$0.954	12	\$0.954	12	\$0.954
Security Post Reductions			(\$0.170)	15	\$0.557	20	\$1.589	20	\$1.589	20	\$1.589
<b>Sub-Total Other</b>		<b>0</b>	<b>\$0.780</b>	<b>27</b>	<b>\$9.136</b>	<b>32</b>	<b>\$10.160</b>	<b>32</b>	<b>\$10.150</b>	<b>32</b>	<b>\$10.150</b>
<b>Revenue Enhancement</b>											
<b>Sub-Total Revenue Enhancement</b>		<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>
<b>Safety</b>											
<b>Sub-Total Safety</b>		<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>
<b>Security</b>											
<b>Sub-Total Security</b>		<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>	<b>0</b>	<b>\$0.000</b>

MTA New York City Transit  
November Financial Plan 2010-2013  
Summary of 2010 Program to Eliminate the Gap (PEGs)  
(\$ in millions)

			2009		2010		2011		2012		2013	
			Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
Service												
	Sub-Total	Service	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Service Support												
Revenue Collection Efficiencies			6	\$0.247	8	\$0.608	8	\$0.608	8	\$0.608	8	\$0.608
Traffic Checking Efficiencies			25	(\$0.002)	28	\$0.379	28	\$0.379	28	\$0.379	28	\$0.379
Uniform Savings				\$1.665		\$0.185		\$0.659		\$0.659		\$0.659
	Sub-Total	Service Support	31	\$1.910	36	\$1.172	36	\$1.646	36	\$1.646	36	\$1.646
			<u>101</u>	<u>\$16.219</u>	<u>308</u>	<u>\$51.718</u>	<u>301</u>	<u>\$54.499</u>	<u>292</u>	<u>\$54.907</u>	<u>335</u>	<u>\$57.674</u>

MTA NEW YORK CITY TRANSIT  
November Financial Plan 2010-2013  
Summary of Post-2010 Program to Eliminate the Gap (PEGs)  
(\$ in millions)

		2009		2010		2011		2012		2013	
		Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
Other	Unspecified					61.700		123.300		185.000	
	Sub-Total	0	\$0.000	0	\$0.000	\$61.700	0	\$123.300	0	\$185.000	
	Other										
Total Programs		0	\$ -	0	\$ -	\$ 61.700	0	\$ 123.300	0	\$ 185.000	

November Financial Plan 2010-2013

Non-Reimbursable and Reimbursable by Function and Department  
Full-Time Positions and Full-Time Equivalents

	2008 Actuals	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
<b>Administration</b>						
Office of the President	5	5	5	5	5	5
Workforce Development	196	185	185	185	185	185
Law	302	293	291	291	291	291
Office of the EVP	30	31	31	30	30	28
Office of Management and Budget	35	36	36	36	36	36
Capital Planning & Budget	36	35	35	35	35	35
Corporate Communications	276	262	261	261	261	261
AFC Program Management & Sales	62	60	60	60	60	60
Technology & Information Services	558	561	580	556	528	528
Non-Departmental	43	-	30	30	30	30
Administration	448	432	455	455	285	285
Materiel	274	257	257	255	254	253
Controller	230	218	216	160	130	130
<b>Total Administration</b>	<b>2,495</b>	<b>2,375</b>	<b>2,442</b>	<b>2,359</b>	<b>2,130</b>	<b>2,127</b>
<b>Operations</b>						
Subways IRT West	•	2,048	2,075	2,075	2,075	2,075
Subways IRT East	•	1,433	1,466	1,466	1,466	1,466
Subways BMT	•	1,643	1,660	1,660	1,660	1,660
Subways IND/BMT	•	2,077	2,110	2,110	2,110	2,110
Subways IND	•	1,992	2,050	2,050	2,050	2,050
Subways Senior VP - Chief of Staff	•	318	318	318	318	318
Subways RTO	•	1,463	1,388	1,332	1,325	1,272
Subways Stations	•	47	(285)	(392)	(484)	(572)
<b>Subtotal - Subways</b>	<b>11,470</b>	<b>11,021</b>	<b>10,782</b>	<b>10,619</b>	<b>10,520</b>	<b>10,379</b>
Buses	10,806	10,754	10,689	10,684	10,684	10,684
Paratransit	143	153	153	152	152	152
Operations Planning	434	445	421	421	421	421
Revenue Control	446	461	461	461	461	461
<b>Total Operations</b>	<b>23,299</b>	<b>22,834</b>	<b>22,506</b>	<b>22,337</b>	<b>22,238</b>	<b>22,097</b>
<b>Maintenance</b>						
Subways IRT West	•	2,113	2,119	2,119	2,119	2,119
Subways IRT East	•	1,355	1,350	1,353	1,354	1,354
Subways BMT	•	1,456	1,456	1,457	1,457	1,457
Subways IND/BMT	•	2,138	2,140	2,141	2,143	2,143
Subways IND	•	2,027	2,036	2,036	2,037	2,036
Subways Senior VP - Chief of Staff	•	496	483	479	479	479
Subways Engineering	•	344	315	284	270	268
Subways Car Equipment	•	2,159	1,998	2,038	2,098	2,110
Subways Infrastructure	•	1,128	1,125	1,067	1,066	1,066
Subways Stations	•	19	24	16	10	90
Subways Track	•	1,058	1,058	1,057	1,057	1,057
Subways Electrical	•	1,078	1,019	953	907	907
Subways Electronics Maintenance	•	1,420	1,414	1,374	1,374	1,374
<b>Subtotal - Subways</b>	<b>16,497</b>	<b>16,791</b>	<b>16,537</b>	<b>16,374</b>	<b>16,371</b>	<b>16,460</b>
Buses	3,998	3,923	3,962	3,965	3,965	4,074
Revenue Control	137	137	137	137	137	137
Supply Logistics	571	566	566	566	566	566
System Safety	95	93	93	93	93	93
<b>Total Maintenance</b>	<b>21,298</b>	<b>21,510</b>	<b>21,295</b>	<b>21,135</b>	<b>21,132</b>	<b>21,330</b>
<b>Engineering/Capital</b>						
Capital Program Management	1,420	1,438	1,438	1,438	1,438	1,438
<b>Total Engineering/Capital</b>	<b>1,420</b>	<b>1,438</b>	<b>1,438</b>	<b>1,438</b>	<b>1,438</b>	<b>1,438</b>
<b>Public Safety</b>						
Security	497	509	511	511	511	511
<b>Total Public Safety</b>	<b>497</b>	<b>509</b>	<b>511</b>	<b>511</b>	<b>511</b>	<b>511</b>
<b>Baseline Total Positions</b>	<b>49,009</b>	<b>48,666</b>	<b>48,192</b>	<b>47,780</b>	<b>47,449</b>	<b>47,503</b>

**November Financial Plan 2010-2013**  
**Non-Reimbursable and Reimbursable by Function and Department**  
**Full-Time Positions and Full-Time Equivalents**

	2008 Actuals	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Non-Reimbursable	44,166	43,129	42,893	42,762	42,512	42,628
Reimbursable	4,843	5,537	5,299	5,018	4,937	4,875
Total Full-Time	48,760	48,493	48,043	47,631	47,300	47,354
Total Full-Time Equivalents	249	173	149	149	149	149
<hr/>						
Impact of: 2010 Program to Eliminate the Gap		(78)	(291)	(283)	(274)	(317)
Total Positions	49,009	48,588	47,901	47,497	47,175	47,186
Non-Reimbursable	44,166	43,051	42,602	42,479	42,238	42,311
Reimbursable	4,843	5,537	5,299	5,018	4,937	4,875
Total Full-Time	48,760	48,392	47,734	47,330	47,008	47,019
Total Full-Time Equivalents	249	196	167	167	167	167

- Departmental 2008 actual headcount has not been restated to reflect the current Subways reorganization.

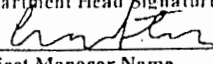
Note-PEG Tables include Full-Time Positions Only

**MTA New York City Transit**  
**November Financial Plan 2010-2013**

**Total Full-time Positions and Full-time Equivalents by Function and Occupational Group**


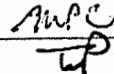

FUNCTION/OCCUPATIONAL GROUP	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
<b>Administration</b>						
Managers/Supervisors	838	836	840	825	777	774
Professional, Technical, Clerical	1,577	1,501	1,534	1,466	1,287	1,287
Operational Hourlies	80	38	68	68	66	66
<b>Total Administration</b>	<b>2,495</b>	<b>2,375</b>	<b>2,442</b>	<b>2,359</b>	<b>2,130</b>	<b>2,127</b>
<b>Operations</b>						
Managers/Supervisors	2,535	2,432	2,415	2,383	2,381	2,374
Professional, Technical, Clerical	409	348	344	344	344	344
Operational Hourlies	20,355	20,054	19,747	19,610	19,513	19,379
<b>Total Operations</b>	<b>23,299</b>	<b>22,834</b>	<b>22,506</b>	<b>22,337</b>	<b>22,238</b>	<b>22,097</b>
<b>Maintenance</b>						
Managers/Supervisors	3,840	3,964	3,885	3,854	3,842	3,848
Professional, Technical, Clerical	1,187	1,263	1,237	1,183	1,169	1,174
Operational Hourlies	16,271	16,283	16,173	16,098	16,121	16,308
<b>Total Maintenance</b>	<b>21,298</b>	<b>21,510</b>	<b>21,295</b>	<b>21,135</b>	<b>21,132</b>	<b>21,330</b>
<b>Engineering/Capital</b>						
Managers/Supervisors	301	324	324	324	324	324
Professional, Technical, Clerical	1,117	1,112	1,112	1,112	1,112	1,112
Operational Hourlies	2	2	2	2	2	2
<b>Total Engineering/Capital</b>	<b>1,420</b>	<b>1,438</b>	<b>1,438</b>	<b>1,438</b>	<b>1,438</b>	<b>1,438</b>
<b>Public Safety</b>						
Managers/Supervisors	91	91	93	93	93	93
Professional, Technical, Clerical	27	34	34	34	34	34
Operational Hourlies	379	384	384	384	384	384
<b>Total Public Safety</b>	<b>497</b>	<b>509</b>	<b>511</b>	<b>511</b>	<b>511</b>	<b>511</b>
<b>Total Baseline Positions</b>						
Managers/Supervisors	7,605	7,647	7,557	7,479	7,417	7,413
Professional, Technical, Clerical	4,317	4,258	4,261	4,139	3,946	3,951
Operational Hourlies	37,087	36,761	36,374	36,162	36,086	36,139
<b>Total Baseline Positions</b>	<b>49,009</b>	<b>48,666</b>	<b>48,192</b>	<b>47,780</b>	<b>47,449</b>	<b>47,503</b>
Non-Reimbursable	44,166	43,129	42,893	42,762	42,512	42,628
Reimbursable	4,843	5,537	5,299	5,018	4,937	4,875
<b>Total Full-Time</b>	<b>48,760</b>	<b>48,493</b>	<b>48,043</b>	<b>47,631</b>	<b>47,300</b>	<b>47,354</b>
<b>Total Full-Time Equivalents</b>	<b>249</b>	<b>173</b>	<b>149</b>	<b>149</b>	<b>149</b>	<b>149</b>
<b>Impact of Gap Closing Actions:</b>						
Managers/Supervisors	-	(11)	(32)	(33)	(33)	(34)
Professional, Technical, Clerical	-	(1)	(13)	(13)	(13)	(13)
Operational Hourlies	-	(66)	(246)	(237)	(228)	(270)
Program to Eliminate the Gap	-	(78)	(291)	(283)	(274)	(317)
<b>Total Positions</b>	<b>49,009</b>	<b>48,588</b>	<b>47,901</b>	<b>47,497</b>	<b>47,175</b>	<b>47,186</b>
<b>Managers/Supervisors</b>	<b>7,605</b>	<b>7,636</b>	<b>7,525</b>	<b>7,446</b>	<b>7,384</b>	<b>7,379</b>
<b>Professional, Technical, Clerical</b>	<b>4,317</b>	<b>4,257</b>	<b>4,248</b>	<b>4,126</b>	<b>3,933</b>	<b>3,938</b>
<b>Operational Hourlies</b>	<b>37,087</b>	<b>36,695</b>	<b>36,128</b>	<b>35,925</b>	<b>35,858</b>	<b>35,869</b>
	<b>49,009</b>	<b>48,588</b>	<b>47,901</b>	<b>47,497</b>	<b>47,175</b>	<b>47,186</b>

Note-PEG Tables include Full-Time Positions Only

Subject 2010 Budget for MTA Staten Island Railway
Department Office of Management & Budget
Department Head Name Aaron Stern
Department Head Signature 
Project Manager Name

Date December 1, 2009
Vendor Name NA
Contract Number NA
Contract Manager Name NA
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	TA Committee		X		
2	Finance Committee		X		
3	MTA Board		X		

Internal Approvals			
Order	Approval	Order	Approval
1	OMB - Director 		
2	Executive VP 		
3	President 		

### Purpose

To secure MTA Board adoption of MTA Staten Island Railway's 2009 November Forecast and 2010 Final Proposed Budget.

### Discussion

The 2010 Final Proposed Budget, which is consistent with the information presented to the Board in November, provides sufficient funding to maintain MTA Staten Island Railway's current service levels, as well as MTA's commitment to safety and security. This is accomplished primarily through implementation of organizational and operating efficiencies (Programs to Eliminate the GAP) that serve to optimize the utilization of resources to achieve agency goals.

### 2009 November Forecast-Baseline

Total operating revenues are projected at \$6.5 million, including farebox revenues of \$4.4 million. Total non-reimbursable expenses before depreciation and other post-employment benefits are projected to be \$42.6 million in 2009, consisting of labor costs of \$26.3 million and non-labor expenses of \$16.3 million. Non-cash depreciation expense is projected at \$7.7 million and other post-employment benefit expenses are projected at \$2.7 million, which is based upon adoption of GASB #45 in 2007. Total end-of year positions are projected at 277, including 274 non-reimbursable positions and 3 reimbursable positions.

### 2010 Final Proposed Budget-Baseline

Total operating revenues are projected at \$7.3 million, including farebox revenues of \$5.3 million. Total non-reimbursable expenses before depreciation and other post-employment benefits are projected to be \$40.9 million in 2010, consisting of labor costs of \$28.1 million and non-labor expenses of \$12.8 million. Non-cash depreciation expense is projected at \$7.7 million and other post-employment benefit expenses are projected at \$2.8 million. Total end-of year positions are projected at 277, including 274 non-reimbursable positions and 3 reimbursable positions.

**Programs to Eliminate the Gap**

The 2010 Final Proposed Budget includes Programs to Eliminate the Gap (PEGs) totaling \$0.330 million and 3 position reductions. These actions include: administrative savings of \$0.158 million and 1 position; St. George Booth staff reduction savings of \$0.086 million and 1 position and signal maintenance and testing savings of \$0.086 million and 1 position. The 2009 November Forecast includes a total savings of \$0.090 million. The projected position reductions will be achieved through attrition.

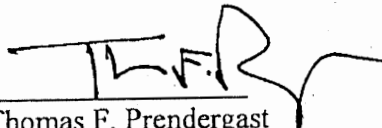
**Impact on Funding**

The 2009 November Forecast and the 2010 Final Proposed Budget's revenues and expenses, Programs to Eliminate the Gap, and positions, which are presented in the attached tables, are consistent with the Proposed MTA Financial Plan.

**Recommendation**

It is recommended that the MTA Board adopt the 2009 November Forecast and the 2010 Final Proposed Budget for MTA Staten Island Railway.

Approved: \_\_\_\_\_

  
Thomas F. Prendergast  
President

**MTA STATEN ISLAND RAILWAY**  
**November Financial Plan 2010-2013**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

Non-Reimbursable						
	2008	2009	2010			
	Actual	November Forecast	Final Proposed Budget	2011	2012	2013
Operating Revenue						
Farebox Revenue	\$4,365	\$4,422	\$5,258	\$5,345	\$5,417	\$5,463
Toll Revenue						
Other Operating Revenue	1,923	2,071	2,071	2,071	2,071	2,071
Capital and Other Reimbursements						
<b>Total Revenue</b>	<b>\$6,288</b>	<b>\$6,493</b>	<b>\$7,329</b>	<b>\$7,416</b>	<b>\$7,488</b>	<b>\$7,534</b>
Operating Expenses						
<u>Labor:</u>						
Payroll	\$14,520	\$15,537	\$16,057	\$16,266	\$16,626	\$16,957
Overtime	0,958	0,762	0,776	0,794	0,812	0,828
Health and Welfare	2,870	2,825	3,024	3,237	3,464	3,708
OPEB Current Payment	0,462	0,508	0,545	0,585	0,628	0,673
Pensions	2,788	5,434	6,415	7,227	8,276	8,046
Other Fringe Benefits	1,374	1,240	1,266	1,272	1,324	1,353
Reimbursable Overhead						
<b>Total Labor Expenses</b>	<b>\$22,972</b>	<b>\$26,306</b>	<b>\$28,083</b>	<b>\$29,381</b>	<b>\$31,130</b>	<b>\$31,565</b>
<u>Non-Labor:</u>						
Traction and Propulsion Power	\$2,409	\$3,128	\$3,513	\$3,969	\$4,485	\$5,068
Fuel for Buses and Trains						
Insurance	0,347	0,269	0,303	0,436	0,361	0,393
Claims	1,040	0,265	0,268	0,270	0,281	0,287
Paratransit Service Contracts						
Maintenance and Other Operating Contracts	2,395	11,202	7,212	2,720	2,907	3,076
Professional Service Contracts	0,401	0,401	0,406	0,352	0,366	0,374
Materials & Supplies	1,026	1,014	1,077	1,108	1,133	1,152
Other Business Expenses	0,000	0,005	0,005	0,005	0,005	0,006
<b>Total Non-Labor Expenses</b>	<b>\$7,618</b>	<b>\$16,284</b>	<b>\$12,784</b>	<b>\$8,860</b>	<b>\$9,538</b>	<b>\$10,356</b>
<u>Other Expenses Adjustments:</u>						
Other	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
<b>Total Other Expense Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$30,590</b>	<b>\$42,590</b>	<b>\$40,867</b>	<b>\$38,241</b>	<b>\$40,668</b>	<b>\$41,921</b>
Depreciation	6,999	7,700	7,700	7,700	7,700	7,700
OPEB Obligation	2,600	2,700	2,800	2,800	3,000	3,000
Environmental Remediation	0,000	0,000	0,000	0,000	0,000	0,000
<b>Total Expenses</b>	<b>\$40,189</b>	<b>\$52,990</b>	<b>\$51,367</b>	<b>\$48,741</b>	<b>\$51,368</b>	<b>\$52,621</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$33,901)</b>	<b>(\$46,497)</b>	<b>(\$44,038)</b>	<b>(\$41,325)</b>	<b>(\$43,880)</b>	<b>(\$45,087)</b>
2010 Program to Eliminate the Gap (PEGs)		0,090	0,330	0,420	0,420	0,420
Post 2010 Program to Eliminate the Gap (PEGs)				0,350	0,700	1,050
<b>Net Surplus/(Deficit)</b>	<b>(\$33,901)</b>	<b>(\$46,407)</b>	<b>(\$43,708)</b>	<b>(\$40,555)</b>	<b>(\$42,760)</b>	<b>(\$43,617)</b>

MTA STATEN ISLAND RAILWAY  
November Financial Plan 2010-2013  
Accrual Statement of Operations by Category  
(\$ in millions)

REIMBURSABLE						
	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Revenue						
Farebox Revenue						
Toll Revenue						
Other Operating Revenue						
Capital and Other Reimbursements	0.901	1.487	1.545	1.605	1.672	1.674
<b>Total Revenue</b>	<b>\$0.901</b>	<b>\$1.487</b>	<b>\$1.545</b>	<b>\$1.605</b>	<b>\$1.672</b>	<b>\$1.674</b>
Expenses						
<u>Labor:</u>						
Payroll	\$0.276	\$0.271	\$0.277	\$0.282	\$0.288	\$0.287
Overtime	0.288	0.664	0.677	0.690	0.704	0.704
Health and Welfare	0.174	0.391	0.427	0.466	0.509	0.513
OPEB Current Payment						
Pensions	0.122	0.089	0.090	0.092	0.094	0.094
Other Fringe Benefits	0.041	0.072	0.074	0.075	0.077	0.076
Reimbursable Overhead						
<b>Total Labor Expenses</b>	<b>\$0.901</b>	<b>\$1.487</b>	<b>\$1.545</b>	<b>\$1.605</b>	<b>\$1.672</b>	<b>\$1.674</b>
<u>Non-Labor:</u>						
Traction and Propulsion Power						
Fuel for Buses and Trains						
Insurance						
Claims						
Paratransit Service Contracts						
Maintenance and Other Operating Contracts						
Professional Service Contracts						
Materials & Supplies						
Other Business Expenses						
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<u>Other Expenses Adjustments:</u>						
Other						
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation</b>	<b>\$0.901</b>	<b>\$1.487</b>	<b>\$1.545</b>	<b>\$1.605</b>	<b>\$1.672</b>	<b>\$1.674</b>
Depreciation						
<b>Total Expenses</b>	<b>\$0.901</b>	<b>\$1.487</b>	<b>\$1.545</b>	<b>\$1.605</b>	<b>\$1.672</b>	<b>\$1.674</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA STATEN ISLAND RAILWAY**  
**November Financial Plan 2010-2013**  
**Accrual Statement of Operations by Category**  
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE						
	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
<b>Revenue</b>						
Farebox Revenue	\$4,365	\$4,422	\$5,258	\$5,345	\$5,417	\$5,463
Toll Revenue						
Other Operating Revenue	1,923	2,071	2,071	2,071	2,071	2,071
Capital and Other Reimbursements	0,901	1,487	1,545	1,605	1,672	1,674
<b>Total Revenue</b>	<b>\$7,189</b>	<b>\$7,980</b>	<b>\$8,874</b>	<b>\$9,021</b>	<b>\$9,160</b>	<b>\$9,208</b>
<b>Expenses</b>						
<u>Labor:</u>						
Payroll	\$14,796	\$15,808	\$16,334	\$16,548	\$16,914	\$17,244
Overtime	1,246	1,426	1,453	1,484	1,516	1,532
Health and Welfare	3,044	3,216	3,451	3,703	3,973	4,221
OPEB Current Payment	0,462	0,508	0,545	0,585	0,628	0,673
Pensions	2,910	5,523	6,505	7,319	8,370	8,140
Other Fringe Benefits	1,415	1,312	1,340	1,347	1,401	1,429
Reimbursable Overhead						
<b>Total Labor Expenses</b>	<b>\$23,873</b>	<b>\$27,793</b>	<b>\$29,628</b>	<b>\$30,986</b>	<b>\$32,802</b>	<b>\$33,239</b>
<u>Non-Labor:</u>						
Traction and Propulsion Power	\$2,409	\$3,128	\$3,513	\$3,969	\$4,485	\$5,068
Fuel for Buses and Trains						
Insurance	0,347	0,269	0,303	0,436	0,361	0,393
Claims	1,040	0,265	0,268	0,270	0,281	0,287
Paratransit Service Contracts						
Maintenance and Other Operating Contracts	2,395	11,202	7,212	2,720	2,907	3,076
Professional Service Contracts	0,401	0,401	0,406	0,352	0,366	0,374
Materials & Supplies	1,026	1,014	1,077	1,108	1,133	1,152
Other Business Expenses		0,005	0,005	0,005	0,005	0,006
<b>Total Non-Labor Expenses</b>	<b>\$7,618</b>	<b>\$16,284</b>	<b>\$12,784</b>	<b>\$8,860</b>	<b>\$9,538</b>	<b>\$10,356</b>
<u>Other Expenses Adjustments:</u>						
Other	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
<b>Total Other Expense Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>
<b>Total Expenses before Depreciation</b>	<b>\$31,491</b>	<b>\$44,077</b>	<b>\$42,412</b>	<b>\$39,846</b>	<b>\$42,340</b>	<b>\$43,595</b>
Depreciation	6,999	7,700	7,700	7,700	7,700	7,700
OPEB Obligation	2,600	2,700	2,800	2,800	3,000	3,000
Environmental Remediation						
<b>Total Expenses</b>	<b>\$41,090</b>	<b>\$54,477</b>	<b>\$52,912</b>	<b>\$50,346</b>	<b>\$53,040</b>	<b>\$54,295</b>
<b>Baseline Surplus/(Deficit)</b>	<b>(\$33,901)</b>	<b>(\$46,497)</b>	<b>(\$44,038)</b>	<b>(\$41,325)</b>	<b>(\$43,880)</b>	<b>(\$45,087)</b>
2010 Program to Eliminate the Gap (PEGs)		0,090	0,330	0,420	0,420	0,420
Post 2010 Program to Eliminate the Gap (PEGs)				0,350	0,700	1,050
<b>Net Surplus/(Deficit)</b>	<b>(\$33,901)</b>	<b>(\$46,407)</b>	<b>(\$43,708)</b>	<b>(\$40,555)</b>	<b>(\$42,760)</b>	<b>(\$43,617)</b>

**MTA STATEN ISLAND RAILWAY**  
**November Financial Plan 2010-2013**  
**Cash Receipts & Expenditures**  
(\$ in millions)

<b>CASH RECEIPTS AND EXPENDITURES</b>						
	<b>2008</b>	<b>2009</b>	<b>2010</b>			
	<b>Actual</b>	<b>Forecast</b>	<b>Final Proposed Budget</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>
<b>Receipts</b>						
Farebox Revenue	\$4.342	\$4.422	\$5.258	\$5.345	\$5.417	\$5.463
Vehicle Toll Revenue	2.089	2.071	2.071	2.071	2.071	2.071
Other Operating Revenue	0.681	1.487	1.545	1.605	1.672	1.674
Capital and Other Reimbursements						
<b>Total Receipts</b>	<b>\$7.112</b>	<b>\$7.980</b>	<b>\$8.874</b>	<b>\$9.021</b>	<b>\$9.160</b>	<b>\$9.208</b>
<b>Expenditures</b>						
<b>Labor:</b>						
Payroll	\$14.738	\$15.808	\$16.334	\$16.548	\$16.914	\$17.244
Overtime	1.195	1.426	1.453	1.484	1.516	1.532
Health and Welfare	3.127	3.216	3.451	3.703	3.973	4.221
OPEB Current Payment	0.462	0.508	0.545	0.585	0.628	0.673
Pensions	2.070	5.523	6.505	7.319	8.370	8.140
Other Fringe Benefits	1.618	1.312	1.340	1.347	1.401	1.429
GASB Account	0.230	0.265	0.290	0.317	0.347	0.379
Reimbursable Overhead						
<b>Total Labor Expenditures</b>	<b>\$23.440</b>	<b>\$28.058</b>	<b>\$29.918</b>	<b>\$31.303</b>	<b>\$33.149</b>	<b>\$33.618</b>
<b>Non-Labor:</b>						
Traction and Propulsion Power	\$2.409	\$3.128	\$3.513	\$3.969	\$4.485	\$5.068
Fuel for Buses and Trains	0.382	0.269	0.303	0.436	0.361	0.393
Insurance	0.797	0.265	0.268	0.270	0.281	0.287
Claims						
Paratransit Service Contracts	2.133	12.982	7.212	2.720	2.907	3.076
Maintenance and Other Operating Contracts	0.343	0.401	0.406	0.352	0.366	0.374
Professional Service Contracts	1.431	1.014	1.077	1.108	1.133	1.152
Materials & Supplies		0.005	0.005	0.005	0.005	0.006
Other Business Expenses						
<b>Total Non-Labor Expenditures</b>	<b>\$7.495</b>	<b>\$18.064</b>	<b>\$12.784</b>	<b>\$8.860</b>	<b>\$9.538</b>	<b>\$10.356</b>
<b>Other Expenditure Adjustments:</b>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$30.935</b>	<b>\$46.122</b>	<b>\$42.702</b>	<b>\$40.163</b>	<b>\$42.687</b>	<b>\$43.974</b>
<b>Baseline Cash Deficit</b>	<b>(\$23.823)</b>	<b>(\$38.142)</b>	<b>(\$33.828)</b>	<b>(\$31.142)</b>	<b>(\$33.527)</b>	<b>(\$34.766)</b>
2010 Program to Eliminate the Gap (PEGs)		0.090	0.330	0.420	0.420	0.420
Post 2010 Program to Eliminate the Gap (PEGs)				0.350	0.700	1.050
<b>Net Cash Deficit</b>	<b>(\$23.823)</b>	<b>(\$38.052)</b>	<b>(\$33.498)</b>	<b>(\$30.372)</b>	<b>(\$32.407)</b>	<b>(\$33.296)</b>

MTA STATEN ISLAND RAILWAY  
November Financial Plan 2010-2013  
Cash Conversion (Cash Flow Adjustments)  
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
<b>Receipts</b>						
Farebox Revenue	(\$0.023)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
Fare Increase 6/1/09	-	-	-	-	-	-
Additional Actions for Budget Balance: Revenue Impact	-	-	-	-	-	-
Other Operating Revenue	0.166	-	-	-	-	-
Capital and Other Reimbursements	(0.220)	-	-	-	-	-
<b>Total Receipts</b>	<b>(\$0.077)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Expenditures</b>						
<u>Labor:</u>						
Payroll	\$0.058	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.051	-	-	-	-	-
Health and Welfare	(0.083)	-	-	-	-	-
OPEB Current Payment	-	-	-	-	-	-
Pensions	0.840	-	-	-	-	-
Other Fringe Benefits	(0.203)	-	-	-	-	-
GASB Account	(0.230)	(0.265)	(0.290)	(0.317)	(0.347)	(0.379)
Reimbursable Overhead	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$0.433</b>	<b>(\$0.265)</b>	<b>(\$0.290)</b>	<b>(\$0.317)</b>	<b>(\$0.347)</b>	<b>(\$0.379)</b>
<u>Non-Labor:</u>						
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	-	-	-	-	-	-
Insurance	(0.035)	-	-	-	-	-
Claims	0.243	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.262	(1.780)	-	-	-	-
Professional Service Contracts	0.058	-	-	-	-	-
Materials & Supplies	(0.405)	-	-	-	-	-
Other Business Expenditures	-	-	-	-	-	-
<b>Total Non-Labor Expenditures</b>	<b>\$0.123</b>	<b>(\$1.780)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<u>Other Expenditures Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Cash Conversion Adjustments before Depreciation and GASB Adj.</b>	<b>\$0.479</b>	<b>(\$2.045)</b>	<b>(\$0.290)</b>	<b>(\$0.317)</b>	<b>(\$0.347)</b>	<b>(\$0.379)</b>
Depreciation Adjustment	6.999	7.700	7.700	7.700	7.700	7.700
OPEB Obligation	2.600	2.700	2.800	2.800	3.000	3.000
Environmental Remediation	-	-	-	-	-	-
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$10.078</b>	<b>\$8.355</b>	<b>\$10.210</b>	<b>\$10.183</b>	<b>\$10.353</b>	<b>\$10.321</b>
2010 Program to Eliminate the Gap (PEGs)	-	-	-	-	-	-
Post 2010 Program to Eliminate the Gap (PEGs)	-	-	-	-	-	-
<b>Total Cash Conversion Adjustments</b>	<b>\$10.078</b>	<b>\$8.355</b>	<b>\$10.210</b>	<b>\$10.183</b>	<b>\$10.353</b>	<b>\$10.321</b>

**MTA STATEN ISLAND RAILWAY**  
**November Financial Plan 2010-2013**  
**Ridership/ (Utilization)**  
**(in millions)**

	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Baseline Total Ridership	4.172	4.549	4.613	4.666	4.700
<i>Impact of:</i>					
2010 PEG Program	0	0	0	0	0
Post-2010 PEG Program	0	0	0	0	0
Total Ridership	4.172	4.549	4.613	4.666	4.700

MTA STATEN ISLAND RAILWAY  
November Financial Plan 2010-2013  
Summary of 2010 Program to Eliminate the Gap (PEGs)  
(\$ in millions)

			2009		2010		2011		2012		2013	
			Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
Administration												
Reduced Performance Monitoring			1	0.055	1	0.132	1	0.132	1	0.132	1	0.132
OTPS Efficiencies			-	-	-	0.026	-	0.030	-	0.030	-	0.030
Sub-Total	Administration		1	\$0.055	1	\$0.158	1	\$0.162	1	\$0.162	1	\$0.162
Customer Convenience/Amenities												
St. George Booth -Staff Reduction			1	0.035	1	0.086	1	0.086	1	0.086	1	0.086
Sub-Total	Customer Convenience/Amenities		1	\$0.035	1	\$0.086	1	\$0.086	1	\$0.086	1	\$0.086
Maintenance												
Signal Maintenance & Testing					1	0.086	2	0.172	2	0.172	2	0.172
Sub-Total	Maintenance		-	\$-	1	\$0.086	2	\$0.172	2	\$0.172	2	\$0.172
Other												
Sub-Total	Other		-	\$-	-	\$-	-	\$-	-	\$-	-	\$-
Revenue Enhancement												
Sub-Total	Revenue Enhancement		-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
Safety												
Sub-Total	Safety		-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
Security												
Sub-Total	Security		-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
Service												
Sub-Total	Service		-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
Service Support												
Sub-Total	Service Support		-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
Total Programs			2	\$0.090	3	\$0.330	4	\$0.420	4	\$0.420	4	\$0.420

MTA STATEN ISLAND RAILWAY  
November Financial Plan 2010-2013  
Summary of Post-2010 Program to Eliminate the Gap (PEGs)  
(\$ in millions)

		2009		2010		2011		2012		2013	
		<u>Position</u>	<u>Dollars</u>	<u>Position</u>	<u>Dollars</u>	<u>Position</u>	<u>Dollars</u>	<u>Position</u>	<u>Dollars</u>	<u>Position</u>	<u>Dollars</u>
Administration											
	Sub-Total Administration										
Customer Convenience/Amenities											
	Sub-Total Customer Convenience/Amenities										
Maintenance											
	Sub-Total Maintenance										
Other											
	Unspecified										
	Sub-Total Other										
Total Programs											

**MTA STATEN ISLAND RAILWAY**  
**November Financial Plan 2010-2013**  
**Non-Reimbursable - Reimbursable Positions by Function and Department**  
**Full-Time Positions and Full Time Equivalents**

FUNCTION/DEPARTMENT	2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
Administration						
Executive	11	10	10	10	10	10
General Office	10	10	10	8	8	8
Purchasing/Stores	7	6	6	6	6	6
<b>Total Administration</b>	<b>28</b>	<b>26</b>	<b>26</b>	<b>24</b>	<b>24</b>	<b>24</b>
Operations						
Transportation	93	99	99	98	98	98
Maintenance						
Mechanical	35	36	36	36	36	36
Car and Station Cleaning	16	18	18	18	18	18
Power/Signals	24	27	27	27	27	27
Maintenance of Way	48	48	48	48	48	48
Bridge and Buildings	21	21	21	21	21	21
Material Handling	2	2	2	2	2	2
<b>Total Maintenance</b>	<b>146</b>	<b>152</b>	<b>152</b>	<b>152</b>	<b>152</b>	<b>152</b>
Engineering/Capital						
None	-	-	-	-	-	-
Public Safety						
Police	-	-	-	-	-	-
<b>Baseline Total Positions</b>	<b>267</b>	<b>277</b>	<b>277</b>	<b>274</b>	<b>274</b>	<b>274</b>
Non-Reimbursable	264	274	274	271	271	271
Reimbursable	3	3	3	3	3	3
<b>Total Full-Time</b>	<b>267</b>	<b>277</b>	<b>277</b>	<b>274</b>	<b>274</b>	<b>274</b>
<b>Total Full-Time Equivalents</b>						
Impact of:						
2010 Program to Eliminate the Gap	-	2	3	4	4	4
Post 2010 Program to Eliminate the Gap	-	-	-	-	-	-
<b>Total Positions</b>	<b>267</b>	<b>275</b>	<b>274</b>	<b>270</b>	<b>270</b>	<b>270</b>
Non-Reimbursable	264	272	271	267	267	267
Reimbursable	3	3	3	3	3	3
<b>Total Full-Time</b>	<b>267</b>	<b>275</b>	<b>274</b>	<b>270</b>	<b>270</b>	<b>270</b>
<b>Total Full-Time Equivalents</b>						

**MTA STATEN ISLAND RAILWAY**  
**November Financial Plan 2010-2013**  
**Total Full-Time Positions and Full-time Equivalents by Function and Occupational Group**

FUNCTION/OCCUPATIONAL GROUP		2008 Actual	2009 November Forecast	2010 Final Proposed Budget	2011	2012	2013
<b>Administration</b>							
	Managers/Supervisors	14	12	12	12	12	12
	Professional, Technical, Clerical	14	14	14	12	12	12
	Operational Hourlies	-	-	-	-	-	-
	<b>Total Administration</b>	<b>28</b>	<b>26</b>	<b>26</b>	<b>24</b>	<b>24</b>	<b>24</b>
<b>Operations</b>							
	Managers/Supervisors	8	9	9	9	9	9
	Professional, Technical, Clerical	5	4	4	4	4	4
	Operational Hourlies	80	86	86	85	85	85
	<b>Total Operations</b>	<b>93</b>	<b>99</b>	<b>99</b>	<b>98</b>	<b>98</b>	<b>98</b>
<b>Maintenance</b>							
	Managers/Supervisors	7	8	8	8	8	8
	Professional, Technical, Clerical	3	3	3	3	3	3
	Operational Hourlies	136	141	141	141	141	141
	<b>Total Maintenance</b>	<b>146</b>	<b>152</b>	<b>152</b>	<b>152</b>	<b>152</b>	<b>152</b>
<b>Engineering/Capital</b>							
	Managers/Supervisors	-	-	-	-	-	-
	Professional, Technical, Clerical	-	-	-	-	-	-
	Operational Hourlies	-	-	-	-	-	-
	<b>Total Engineering/Capital</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Public Safety</b>							
	Managers/Supervisors	-	-	-	-	-	-
	Professional, Technical, Clerical	-	-	-	-	-	-
	Operational Hourlies	-	-	-	-	-	-
	<b>Total Public Safety</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Baseline Positions</b>							
	Managers/Supervisors	29	29	29	29	29	29
	Professional, Technical, Clerical	22	21	21	19	19	19
	Operational Hourlies	216	227	227	226	226	226
	<b>Total Baseline Positions</b>	<b>267</b>	<b>277</b>	<b>277</b>	<b>274</b>	<b>274</b>	<b>274</b>
<b>Non-Reimbursable</b>		264	274	274	271	271	271
<b>Reimbursable</b>		3	3	3	3	3	3
<b>Total Full-Time</b>		<b>267</b>	<b>277</b>	<b>277</b>	<b>274</b>	<b>274</b>	<b>274</b>
<b>Total Full-Time Equivalents</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Impact of:</b>							
2010 Program to Eliminate the Gap		-	2	3	4	4	4
Post 2010 Program to Eliminate the Gap		-	-	-	-	-	-
<b>Total Positions</b>		<b>267</b>	<b>275</b>	<b>274</b>	<b>270</b>	<b>270</b>	<b>270</b>
<b>Non-Reimbursable</b>		264	272	271	267	267	267
<b>Reimbursable</b>		3	3	3	3	3	3
<b>Total Full-Time</b>		<b>267</b>	<b>275</b>	<b>274</b>	<b>270</b>	<b>270</b>	<b>270</b>
<b>Total Full-Time Equivalents</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



## New York City Transit

### SPECIAL REPORTS AND PRESENTATIONS:

#### Automated Fare Collection/MetroCard Status

##### MetroCard Market Share

Actual October 2009 fare media market shares compared to the previous year is summarized below:

<u>Fare Media</u>	<u>October 2008</u>	<u>October 2009</u>	<u>Difference</u>
Cash	4.4%	4.0%	(0.4%)
Single-Ride Ticket	2.2%	1.8%	(0.4%)
Bonus Pay-Per-Ride	35.4%	35.2%	(0.1%)
Non-Bonus Pay-Per-Ride	7.5%	7.9%	0.4%
1-Day Farecard	0.8%	0.8%	(0.0%)
7-Day Farecard	15.3%	14.9%	(0.4%)
14-Day Farecard	1.9%	2.0%	0.1%
30-Day Farecard	<u>32.6%</u>	<u>33.5%</u>	0.8%
Total	100.0%	100.0%	

*Note: Percentages may not add due to rounding.*

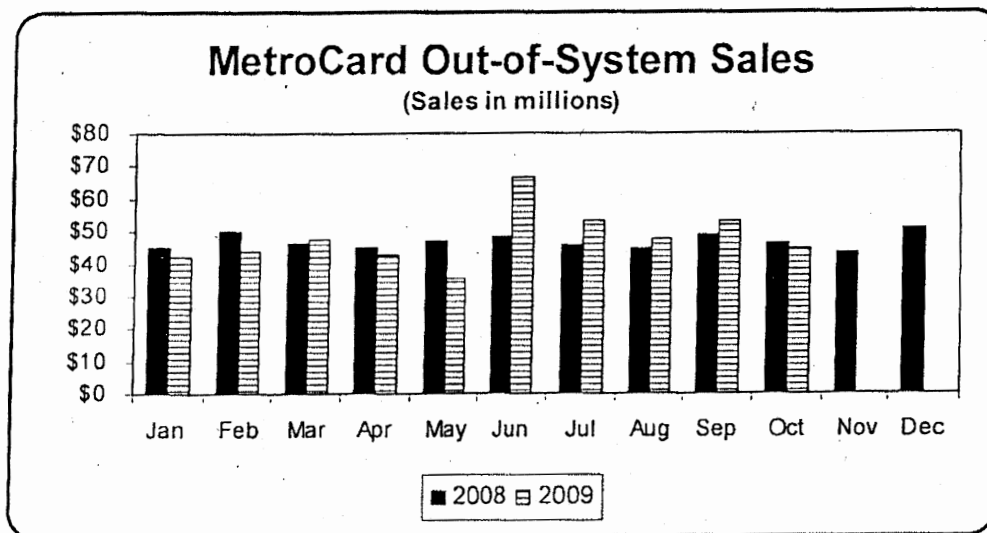
##### Balance-Protection Program

MetroCard customers who purchase their 30-day Unlimited MetroCard using a debit or credit card at MetroCard Vending Machines or MetroCard Express Machines are protected from the loss or theft of their farecard. This program provides customers with a refund, on a pro-rated basis, for the unused value on their 30-day farecard.

Effective March 2, 2008, the balance protection program was expanded to include the 7-day Unlimited Express Bus Plus MetroCard and the newly introduced 14-day Unlimited MetroCard. The number of validated balance-protection claims in October 2009 was 6,237, a 1.8 percent decrease from the same period last year. The average value of a credit issued was \$51.32.

##### MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$44.8 million in October 2009, a 3.2 percent decrease compared to October 2008. Year-to-date sales totaled \$478.1 million, a 2.2 percent increase compared to the same period last year.



### *Retail Sales*

There were 4,500 active retail merchant locations selling MetroCards, generating \$25.6 million in sales revenue during October 2009.

### *Employer-based Sales of Pre-tax Transportation Benefits*

Sales of 181,230 MetroCards valued at approximately \$12.7 million were made in October 2009 to private employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$69.90. In addition, the number of employees enrolled in the annual Premium TransitChek MetroCard program was 89,862 for October 2009, generating an additional \$8.0 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$220.3 million, a 10 percent increase when compared to last year.

### Mobile Sales Program

In October 2009, the Mobile Sales unit completed 216 site visits of which 155 were advertised locations. Fifty-four of these visits were co-sponsored by an elected official or community organization. A total of \$125,171 in revenue was generated. In October 2009, the Mobile Sales unit assisted and enabled 1,615 new applicants to become Reduced-Fare customers. Mobile Sales also continued ongoing outreach efforts in Westchester County and supported various local events such as the VA Medical Center (Bronx).

### Reduced-Fare Program

During October 2009, enrollment in the Reduced-Fare Program increased by 5,467 new customers, while 494 customers left the program. The total number of active customers in the program is 668,627. Seniors account for 542,521 or 81 percent of the total reduced-fare customer base. Persons

with disabilities comprise the remaining 19 percent or 126,106 customers. Reduced-fare customers added approximately \$5.1 million in value to their farecards during the month.

In June 2000, the eligibility criteria for the Reduced-Fare Program were expanded to include persons diagnosed with serious mental illness who receive Supplemental Security Income (SSI) benefits. In October 2009, a total of 25,727 customers were enrolled in the program under this criterion.

#### **EasyPay Reduced Fare Program**

In October 2009, the EasyPay Reduced Fare program enrollment totaled 95,425 accounts. During the month, EasyPay customers accounted for approximately 1.7 million subway and bus rides with \$1.3 million charged to their accounts. Each account averaged 25 trips per month, with an average monthly bill of \$17.

#### **EasyPay Xpress Pay-Per-Ride Program**

In October 2009, the EasyPay Xpress PPR program enrollment totaled 22,576 accounts. During this month, Xpress PPR customers accounted for approximately 495,348 subway, express bus and local bus rides with \$1,202,558 charged to their accounts. Each account averaged 28 trips per month, with an average monthly bill of \$68.

#### **EasyPay Xpress Unlimited Program**

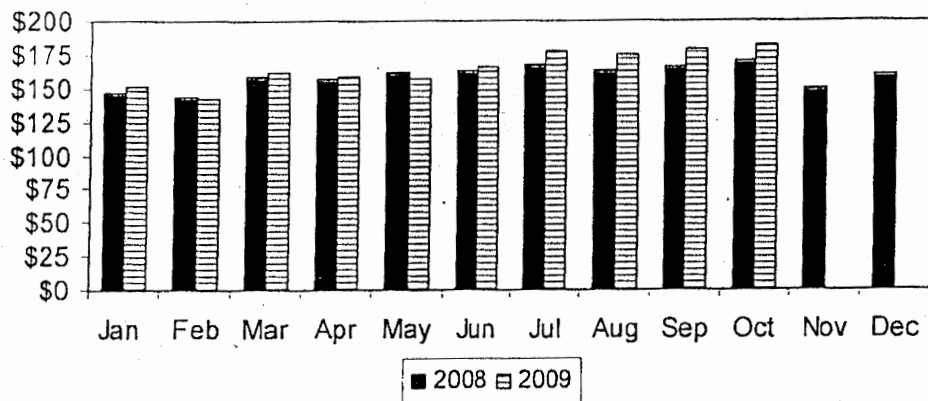
In October 2009, the EasyPay Xpress Unlimited program enrollment totaled 2,569 accounts. During this month, Xpress Unlimited customers accounted for approximately 114,729 subway, bus and local bus rides with \$184,087 charged to their accounts. Each account averaged 54 trips per month with a fixed monthly bill of \$89.

#### **In-System Automated Sales**

Vending machine sales (MVMS & MEMs) during October 2009 totaled \$182.7 million, on a base of 14.1 million customer transactions. Year-to-date, the number of transactions at vending machines is 137.9 million, an increase of 0.8% compared to the same period last year. During October 2009, MEMs accounted for 1,352,935 transactions resulting in \$32,977,313 in sales. Debit/credit card purchases account for 66 percent of total vending machine revenue, while cash purchases account for 34 percent. Debit/credit card transactions account for 36 percent of total vending machine transactions, while cash transactions account for 64 percent. The average credit sale is \$26.44, more than three times the average cash sale of \$6.87. The average debit sale is \$20.08.

## Vending Machine Sales

(Sales in millions)



## Vending Machine Transactions

(Transactions in millions)

