



New York City Transit

Transit Committee Meeting

November 2009

Committee Members

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. Mark Page
Hon. Norman Seabrook
Hon. James L. Sedore, Jr.
Hon. Ed Watt



MEETING AGENDA

MTA NEW YORK CITY TRANSIT COMMITTEE

November 16, 2009 - 9:30 AM

347 Madison Avenue
Fifth Floor Board Room
New York, NY

AGENDA ITEMS

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Date of next meeting: December 14, 2009 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**

October 26, 2009

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

The following Members were present:

Hon. Mark Lebow, Vice Chair
Hon. Andrew B. Albert
Hon. John H. Banks III
Hon. Jeffrey Kay
Hon. Susan G. Metzger

The following Members were absent:

Hon. Doreen Frasca, Chair
Hon. David Mack
Hon. Mark Page
Hon. Norman Seabrook
Hon. James L. Sedore, Jr.
Hon. Ed Watt

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
Cheryl Kennedy, Vice President, Office of System Safety
Valerie Bynoe-Kasden, Assistant Vice President, Administration
Cosema Crawford, Senior Vice President & Chief Engineer, CPM
Stephen Feil, Senior Vice President, Subways
Joseph Smith, Senior Vice President, Buses
Stanley Grill, Vice President, Materiel

I. Vice-Chair Lebow opened the meeting, noting former Chairman Hemmerdinger's departure from the MTA and thanking him for his public service. He also informed the Members that this would be SVP Crawford's last Committee meeting, commending her on her contributions to the agency.

II. Public Speakers

There were no public speakers.

III. Minutes and Work Plan

By motion duly made and seconded, the Members approved the minutes of the September 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 August 2009 with those of August 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 informed the Committee that the year's data on controllable delays would be available by January 2010.

In response to a question by Member Albert, President Roberts explained that most of the delays to the No. 1 line service were attributable to the ceiling collapse at the 181st Street station.

Vice-Chair Lebow commended Chief Hall on the reduction of crime in the transit system.

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 \$34.4 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 (Schedule J in the Agenda), as well as the competitive procurements requiring a two-thirds vote (Schedules B and C in the Agenda) and a majority vote (Schedules H 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.

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 an inquiry from Member Kay, SVP Crawford explained that the proposed modification of the Parsons Transportation Group's PA/CIS Phase II consultant contract addressed the need for additional cost estimating services on software and technology change orders.

V. Action Items

Upon motion duly made and seconded, a tariff revision to provide three-leg transfers to B61 and B62 customers using value-based MetroCards was approved and sent to the full Board for consideration. A correction to the first "Whereas" clause in the Resolution, changing the effective date from January 2009 to January 2010, was noted for inclusion in the record.

VI. Service Changes

The proposed rerouting of the northbound X28 bus from West 17th Street to West 20th Street between Surf and Neptune Avenues in Brooklyn was submitted to the Committee for its information.

VII. Special Reports and Presentations

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

VIII. Standard Follow Up Reports

The Bus Technology Programs Report was presented to the Committee for information.

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

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Bettina Quintas', written over a horizontal line.

Bettina Quintas
Assistant Secretary

2009 Transit Committee Work Plan

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)	NYC Transit President
Procurements	
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

November 2009

Public comment/Committee review of budget	
Charter for Transit Committee	Law
2010 Preliminary NYC Transit Budget	Management & Budget
2010 Preliminary SIR Budget	Management & Budget
Elevator & Escalator Service Report	Subways
Transit Adjudication Bureau Report	Law

December 2009

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

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

March 2010

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



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

NOVEMBER 2009

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.

2010 Preliminary NYC Transit Budget

Public comments will be accepted on the 2010 Preliminary Budget.

2010 SIR Preliminary Budget

Public comments will be accepted on the SIR 2010 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.

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.

II. SPECIFIC AGENDA ITEMS (con't)

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.

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.

II. SPECIFIC AGENDA ITEMS (con't)

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

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

II. SPECIFIC AGENDA ITEMS (con't)

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.

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.

Monthly Operations Report

Statistical results for the month of September 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

Current Month: September 2009				12-Month Average		
Indicator	This Year	Last Year	% Change	This Year	Last Year	% Change
System Weekday Absolute On-Time Performance (charts 1-2)	76.5%	77.8%	-1.7%	75.9%	N/A	N/A
A-Division Weekday Absolute On-Time Performance	72.3%	70.2%	+2.9%	72.9%	N/A	N/A
B-Division Weekday Absolute On-Time Performance	79.6%	82.8%	-3.8%	78.2%	N/A	N/A
System Weekday Controllable On-Time Performance (charts 3-4)	92.2%	91.6%	+0.7%	89.0%	N/A	N/A
A-Division Weekday Controllable On-Time Performance	91.0%	89.8%	+1.3%	88.3%	N/A	N/A
B-Division Weekday Controllable On-Time Performance	93.1%	92.9%	+0.2%	89.5%	N/A	N/A
System Number of Absolute Delays (Chart 5)	37,461	33,911	+10.5%	38,310	N/A	N/A

Current Month: September 2009				
Indicator	This Month	Last Month	% Change	YTD Avg
System Weekend Absolute On-Time Performance (Chart 6-7)	46.9%	53.5%	-12.3%	52.1%
A-Division Weekend Absolute On-Time Performance	54.5%	63.5%	-14.2%	60.3%
B-Division Weekend Absolute On-Time Performance	41.9%	46.4%	-9.8%	46.7%
System Weekend Controllable On-Time Performance (Chart 8-9)	89.8%	91.8%	-2.2%	89.6%
A-Division Weekend Controllable On-Time Performance	88.2%	93.4%	-5.6%	89.6%
B-Division Weekend Controllable On-Time Performance	90.9%	90.7%	+0.3%	89.7%
System Number of Weekend Absolute Delays (Chart 10)	25,168	23,740	+6.0%	23,694

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.)

Current Month: September 2009				12-Month Average		
Indicator	This Year	Last Year	% Change	This Year	Last Year	% Change
System Wait Assessment (charts 11-12)	89.5%	87.7%	+2.1%	88.7%	86.3%	+2.8%
A-Division Wait Assessment	90.1%	87.4%	+3.1%	88.8%	84.9%	+4.6%
B-Division Wait Assessment	89.2%	87.8%	+1.6%	88.7%	87.0%	+2.0%
Mean Distance Between Failures (charts 13-15)	159,851	127,214	+25.7%	142,538	136,946	+4.1%
Staten Island Railway						
24 Hour On-Time Performance	98.2%	93.6%	+4.9%	95.4%	95.7%	-0.3%
AM Rush On-Time Performance	100.0%	100.0%	0.0%	98.4%	97.5%	+0.9%
PM Rush On-Time Performance	98.4%	99.8%	-1.4%	98.1%	97.2%	+0.9%
Percentage of Completed Trips	99.8%	100.0%	-0.2%	99.8%	99.9%	-0.2%
Mean Distance Between Failures	95,292	195,025	-51.1%	129,734	166,983	-22.3%

Buses

Current Month: September 2009				12-Month Average		
Indicator	This Year	Last Year	% Change	This Year	Last Year	% Change
AM Weekday Pullout Performance (chart 16)	99.85%	99.94%	-0.1%	99.69%	99.77%	-0.1%
PM Weekday Pullout Performance (chart 17)	99.90%	99.94%	-0.0%	99.82%	99.87%	-0.0%
Mean Distance Between Failures (chart 18)	4,154	3,644	+14.0%	3,902	3,940	-1.0%
Mean Distance Between Service Interruptions (chart 19)	2,531	2,451	+3.3%	2,678	2,527	+6.0%
Percentage of Completed Trips (chart 20)	98.81%	98.79%	+0.0%	98.76%	98.70%	+0.1%
Paratransit						
Trips Requested	661,526	569,337	+16.2%	622,730	516,431	+20.6%
Trips Scheduled	594,347	537,681	+10.5%	561,374	487,287	+15.2%
Trips Completed	547,357	473,472	+15.6%	511,290	428,583	+19.3%
Denials (Capacity)	0	0	N/A	0	0	N/A
Customer Refusals	4,160	3,395	+22.5%	3,771	3,032	+24.4%
Passenger Cancellations (Early)*	63,019	N/A	N/A	N/A	N/A	N/A
Passenger Cancellations (Late)*	22,575	N/A	N/A	N/A	N/A	N/A
Passenger Cancellations (Total)	85,594	64,553	+32.6%	80,317	60,948	+31.8%
No-Shows (Passenger)	20,151	22,960	-12.2%	22,826	20,194	+13.0%
No-Shows (Passenger) as a Percentage of Trips Scheduled	3.39%	4.27%	-20.6%	4.07%	4.14%	-1.9%
No-Shows (Carrier and No-Fault)	4,264	4,957	-14.0%	4,528	3,644	+24.3%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.72%	0.92%	-22.2%	0.81%	0.75%	+7.9%
New Applications Received	3,630	3,817	-4.9%	3,685	3,278	+12.4%

*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 September 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

Indicator	Current Month: September 2009			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents/Million Customers (chart 21) ¹	2.74	3.02	-9.3%	3.28	3.13	+4.8%
Subway Customer Injuries/Million Customers (chart 22) ¹	2.78	3.06	-9.2%	3.34	3.15	+6.0%
Subway Collisions (chart 23) ^{2,4}	0	0	N/A	1	2	-50.0%
Subway Derailments (chart 24) ^{2,4}	1	0	N/A	2	2	0.0%
Subway Fires (charts 25-26) ²	97	103	-5.8%	1,120	1,325	-15.5%
Bus Customer Accidents/Million Customers (chart 27) ¹	1.27	1.08	+17.6%	1.02	0.99	+3.0%
Bus Customer Accident Injuries/Million Customers (chart 28) ¹	1.26	1.10	+14.5%	1.04	1.03	+1.0%
Bus Collisions/Million Miles (chart 29) ¹	40.72	41.27	-1.3%	43.92	46.52	-5.6%
Bus Collision Injuries/Million Miles (chart 30) ¹	7.19	4.35	+65.3%	6.35	5.92	+7.3%
Employee On-Duty Lost-Time Accidents (chart 31)	2.33	2.55	-8.6%	2.82	2.38	+18.5%

Crime

Indicator	Current Month: September 2009			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies(Attachments 32-34) ^{3,4}	148	209	-29.2%	1,628	1,885	-13.6%
Robberies ^{3,4}	47	76	-38.2%	571	636	-10.2%

¹ Current month data are for August 2009.

² 12-month figures shown are totals rather than averages.

³ The table shows year-to-date figures rather than 12-month averages.

⁴ Current month data are for October 2009.

Monthly Departmental Update

Subways

Delivery of R160 Cars

All 660 base contract cars and all 620 Option I contract cars are available for service.

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. The contract required deliveries to begin in August 2009 and end on May 7, 2010. Through October 15, Kawasaki has delivered 48 Option II cars, of which 30 are available for service. Alstom has delivered 35 Option II cars, of which 10 are available for service.

Capital Program Award

On September 30, 2009, NYCT awarded a project to install new security fencing at two rail yards, the Coney Island Complex and the East New York Yard. This project is funded by stimulus monies from the American Recovery and Reinvestment Act (ARRA) of 2009. New fencing will reduce each yard's susceptibility to intrusion and vandalism by replacing old and deteriorated fence sections that could be compromised.

Employee Facility Enhancement

During September 2009, the Employee Facility Enhancement Program completed ten facilities for a total of 58 year-to-date. The 2009 program is now just two facilities short of the program's year-end goal of 60 facilities.

IRT West

③ Line

R62 car projects are ongoing at Livonia Shop. Projects include car heater modifications, increased backlighting and creation of a door priority team to reduce these failures.

⑦ Line

Two prototype Nilfisk cordless back pack vacuum cleaners were delivered in September 2009 for enhanced station cleaning on the ⑦ Line. One vacuum was used during October, and on October 15th the second vacuum was loaned to the ⑤ Line for further testing and feedback.

IRT East/⑤ Line

Union Square and Brooklyn Bridge Stations had an "Avoid Slips, Trips, & Falls Safety Outreach Promotion" during the AM and PM Rush Hour. Audio hailers and handouts were used to remind customers never to run on platforms, mezzanines, or stairs. Announcements were also made to encourage customers to hold on to the handrails and walk to the right.

Staten Island Railway

Delivery of New Locomotive

In October, MTA Staten Island Railway formally accepted the last of four new locomotives from the Brookville Equipment Corporation of Brookville, Pennsylvania. This was part of a larger order sponsored by MTA Metro North Railroad. The new locomotives have replaced equipment that was up to sixty years old.

Monthly Departmental Update

Capital Program Completions

On October 14, 2009 substantial completion was achieved on a project to repair and/or replace structural, architectural and mechanical elements to correct deficiencies at four Staten Island Railway above-ground substations located at Old Town, Grant City, Eltingville and Atlantic. Work on the project included the installation of new fire alarm systems at all four substations, roof and window replacement, and enhanced lighting. Additionally, a foundation settlement problem at the Old Town Substation was corrected.

Buses

Orion NG Hybrid Bus Deliveries

As of October 27, 2009, 621 of 850 Orion VII NG buses have been accepted at the plant. Of those, 551 are for NYCT and 70 are for MTA Bus.

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

In the month of September 2009, NYCT Bus achieved its best monthly September MDBF performance since 1994, at 4,154 miles. Performance has improved as a result of new bus deliveries, mild weather, and issues addressed in the Hybrid and CNG Fleets.

Employee Facility Enhancement

Forty-nine projects were scheduled for completion in 2009, of which 8 projects were canceled because of budget constraints. Through the end of October, 34 (82%) of the 41 projects currently in the plan have been completed.

Retrofit of Orion VII Buses

The retrofit of 585 Orion VII 2003-2005 CNG and Hybrid buses is being performed in Secaucus, NJ. As of October 28, 2009, 388 of 585 buses were completed. The work covered retrofits of engines, transmissions, and miscellaneous items. All work is being completed at the vendor's shop, located in Secaucus, New Jersey.

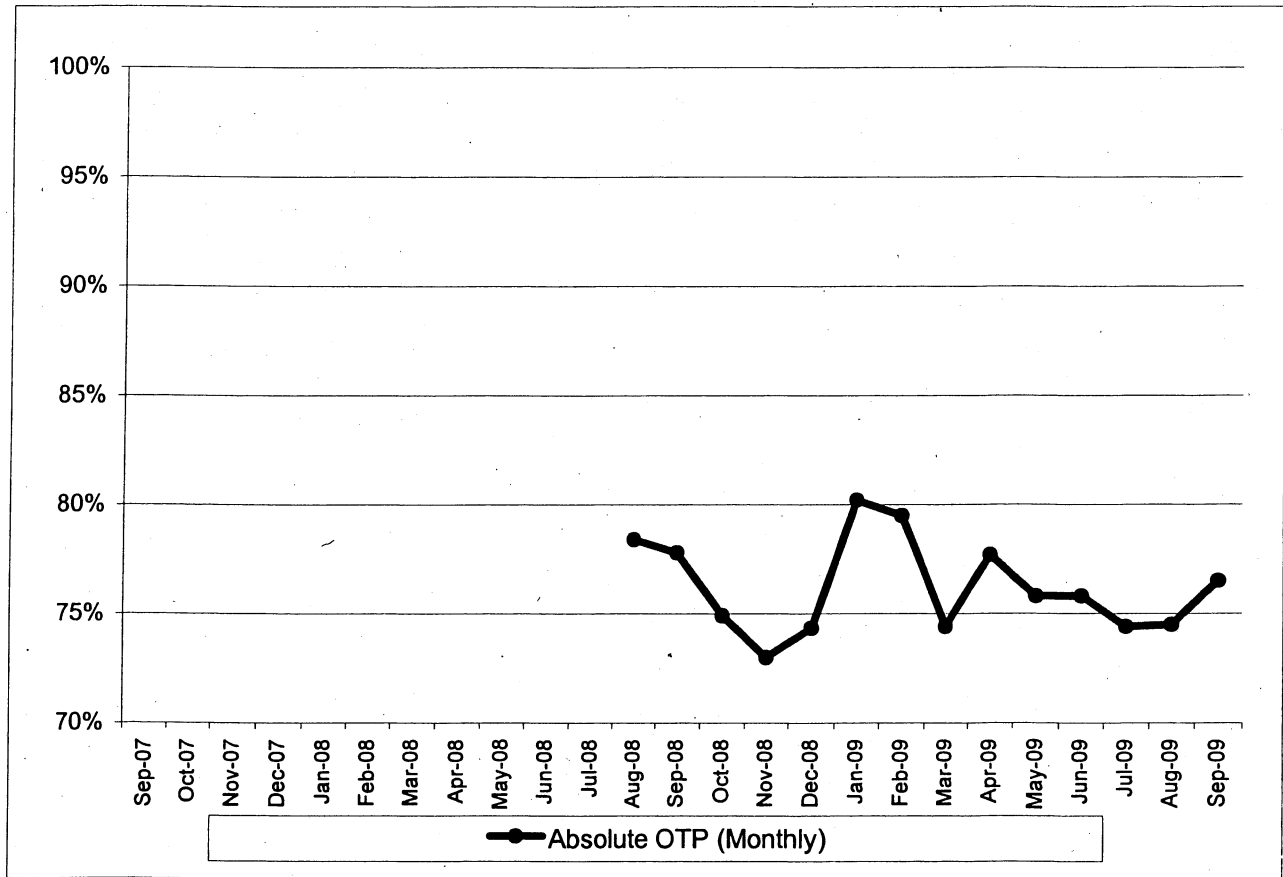
Other Departments

Establishment of NYCT-wide Security Incident Tracking System

In a joint effort between the Department of Security and the Technology and Information Services Division, an Agency-wide Security Incident Tracking System (SITS) has been established to capture, categorize, link and report on Security-related incidents. Designed and developed in-house as a low-cost solution, SITS will reside on the secure New York City Transit Intranet.

By tracking security-related incidents, SITS will result in more efficient compliance with Federal reporting mandates from the National Transit Database, the U.S. Transportation Security Administration and the Transportation Security Operations Center. A system "Dashboard" will support management decision-making and will be used to inform our existing Employee Assault District Attorney Liaison program and our NYPD Liaison program.

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
 Sep 2009: 76.5%
 Sep 2008: 77.8%
 12-Mon Avg: 75.9%
 (Oct '08-Sep '09)

A Division
Monthly Results
 Sep 2009: 72.3%
 Sep 2008: 70.2%
 12-Mon Avg: 72.9%
 (Oct '08-Sep '09)

B Division
Monthly Results
 Sep 2009: 79.6%
 Sep 2008: 82.8%
 12-Mon Avg: 78.2%
 (Oct '08-Sep '09)

Discussion of Results

In September 2009, Supplement Schedule (26,215 delays), Right Of Way (2,794 delays) and Track Gangs (2,037 delays) were the highest categories of delays, representing 82.9% of the total (37,461) delays.

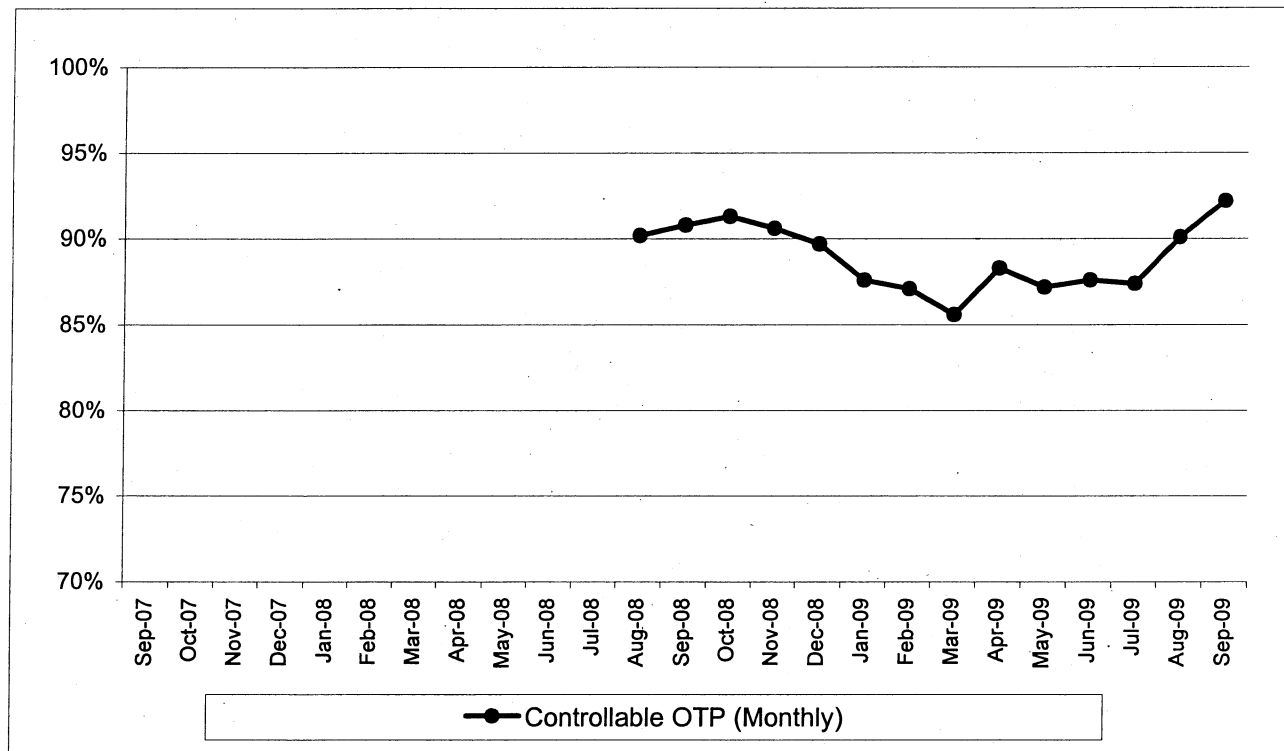
Chart 1

Weekday Absolute On-Time Performance (24 hours)

<u>Line</u>	<u>September '09</u>	<u>September '08</u>	<u>% Change</u>
A Division	72.3%	70.2%	+2.9%
IRT WEST	78.8%	75.8%	+3.9%
①	82.5%	82.7%	-0.2%
②	65.9%	58.6%	+12.4%
③	68.3%	64.8%	+5.4%
⑦	87.2%	85.3%	+2.3%
IRT EAST	64.9%	62.9%	+3.3%
④	63.2%	53.1%	+19.0%
⑤	74.3%	66.0%	+12.5%
⑥	42.9%	68.8%	-37.7%
⑤ 42 St	98.9%	NA	N/A
B Division	79.6%	82.8%	-3.8%
BMT	71.8%	89.7%	-20.0%
⑧	57.0%	89.6%	-36.40%
⑨	43.6%	91.4%	-52.3%
⑤ Fkln	99.9%	99.9%	-0.0%
⑩	71.8%	86.0%	-16.5%
⑪	83.8%	86.2%	-2.8%
⑫	94.7%	91.8%	+3.2%
IND/BMT	86.0%	86.8%	-0.9%
⑬	65.6%	69.4%	-5.5%
⑤ Rock	95.6%	95.8%	-0.2%
⑭	93.1%	88.4%	+5.36%
⑪ ⑫	91.7%	95.7%	-4.2%
⑮	98.8%	98.1%	+0.7%
⑯	88.3%	88.5%	-0.2%
IND	79.6%	71.7%	+11.0%
⑰	81.1%	67.9%	+19.4%
⑱	68.9%	56.0%	+23.1%
⑲	85.7%	74.1%	+15.7%
⑳	77.0%	85.4%	-9.9%
㉑	92.5%	84.8%	+9.0%
Systemwide	76.5%	77.8%	-1.7%

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

Systemwide	A Division	B Division
<u>Monthly Results</u>	<u>Monthly Results</u>	<u>Monthly Results</u>
Sep 2009: 92.2%	Sep 2009: 91.0%	Sep 2009: 93.1%
Sep 2008: 91.6%	Sep 2008: 89.8%	Sep 2008: 92.9%
12-Mo Avg: 89.0%	12-Mo Avg: 88.3%	12-Mo Avg: 89.5%
(Oct '08-Sep '09)	(Oct '08-Sep '09)	(Oct '08-Sep '09)

Discussion of Results

In September 2009, Right Of Way (2,696 delays), Track Gangs (2,037 delays) and Unpublished Supplements (1,897 delays) were the highest categories of delays, representing 52.9% of the total 12,529 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)

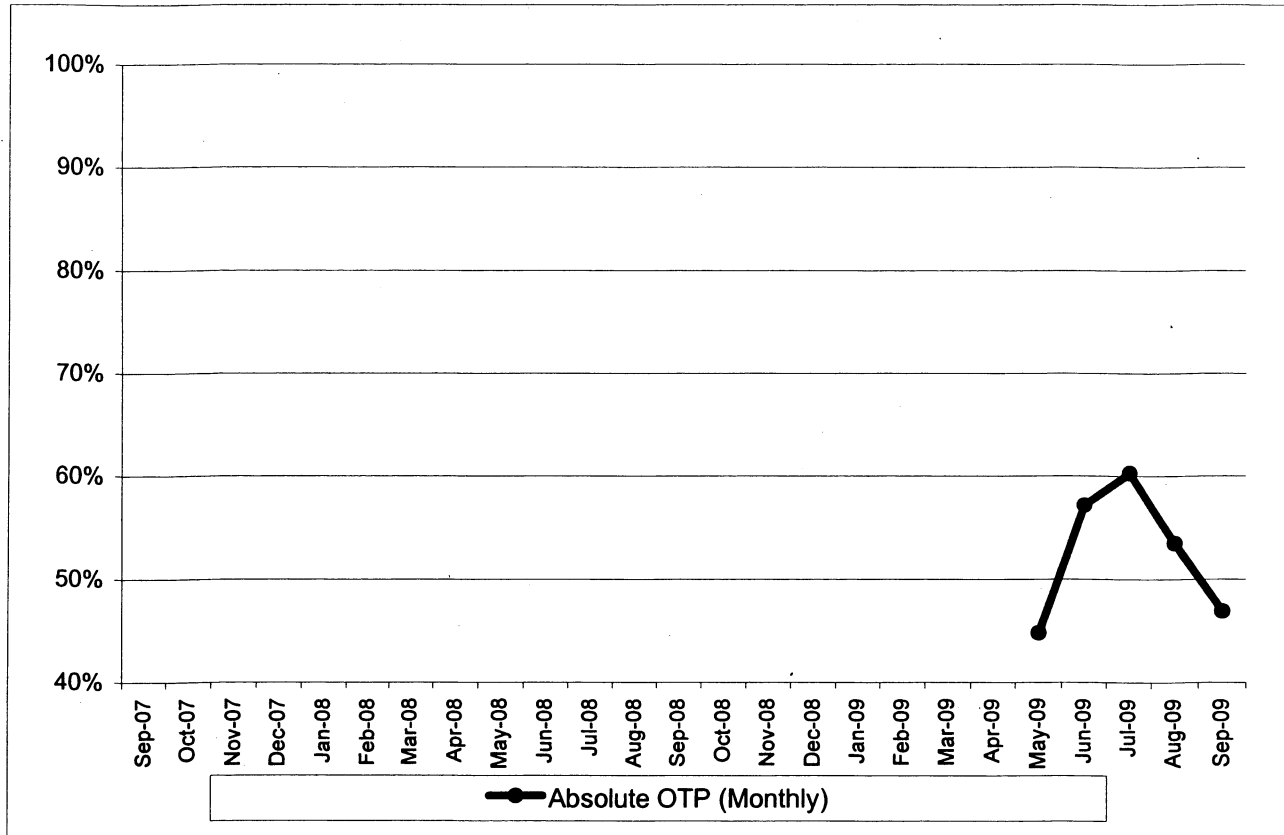
<u>Line</u>	<u>September '09</u>	<u>September '08</u>	<u>% Change</u>
A Division	91.0%	89.8%	+1.3%
IRT WEST	89.4%	87.8%	+1.2%
①	93.3%	92.9%	+0.4%
②	82.0%	79.8%	+2.8%
③	84.7%	78.4%	+8.1%
⑦	92.2%	92.3%	-0.1%
IRT EAST	92.8%	91.5%	+1.4%
④	86.4%	81.2%	+6.3%
⑤	92.2%	90.0%	+2.4%
⑥	94.1%	89.2%	+5.5%
⑤ 42 St	98.9%	99.9%	-1.0%
B Division	93.1%	92.9%	+0.2%
BMT	93.1%	95.6%	-2.6%
⑥	94.9%	95.2%	-0.4%
⑦	95.6%	98.2%	-2.7%
⑤ Fkln	99.9%	100.0%	-0.1%
⑦	84.9%	92.9%	-8.5%
⑦	91.2%	92.3%	-1.2%
⑦	97.6%	95.3%	+2.5%
IND/BMT	95.7%	95.3%	+0.5%
⑦	89.3%	88.4%	+1.0%
⑤ Rock	99.0%	99.8%	-0.8%
⑦	95.1%	94.4%	+0.7%
⑦ ⑦	98.5%	98.2%	+0.4%
⑦	99.3%	98.4%	+0.9%
⑦	97.3%	96.1%	+1.2%
IND	90.3%	88.0%	+2.7%
⑦	91.2%	84.9%	+7.36%
⑦	82.1%	76.6%	+7.2%
⑦	93.5%	93.4%	+0.0%
⑦	95.8%	97.8%	-2.0%
⑦	94.3%	94.2%	+0.1%
Systemwide	92.2%	91.6%	+0.7%

Chart 4

**Weekday Absolute Delays
Systemwide Summary
September 2009**

<u>Categories</u>	<u>Delays</u>
Supplement Schedule	26,215
ROW Delays	2,794
Track Gangs	2,037
Over Crowding	1,878
Car Equipment	1,183
Sick/Unruly Customer	905
Police	738
Work Equipment/G.O.	697
Fire	297
Operational Diversions	290
Employee	270
External	71
Infrastructure	52
Inclement Weather	34
<u>Total Delays</u>	<u>37,461</u>

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
 Sep 2009: 46.9%
 Aug 2009: 53.5%

A Division
Monthly Results
 Sep 2009: 54.5%
 Aug 2009: 63.5%

B Division
Monthly Results
 Sep 2009: 41.9%
 Aug 2009: 46.4%

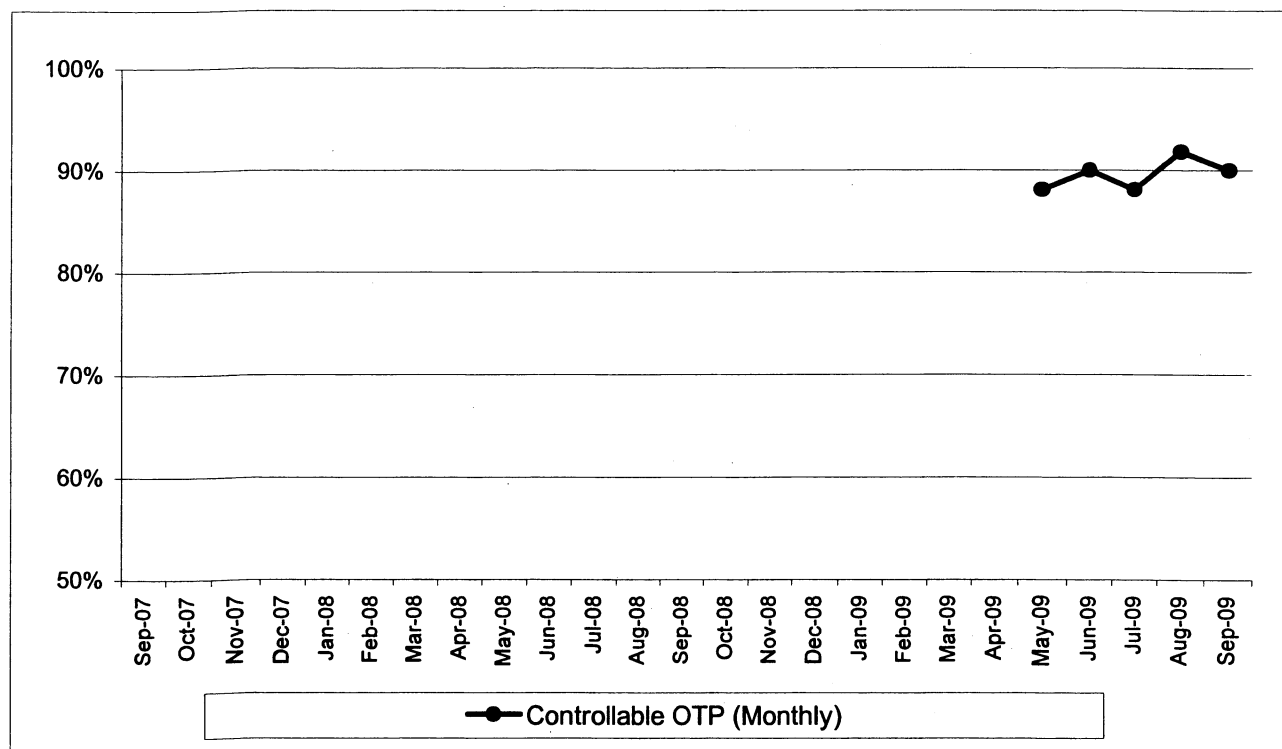
Discussion of Results

In September 2009, Supplement Schedule (23,862 delays), Track Gangs (404 delays) and Sick/Unruly Customers (219 delays) were the highest categories of delays, representing 97.3% of the total (25,168) delays.

Weekend Absolute On-Time Performance (24 hours)

<u>Line</u>	<u>September '09</u>	<u>August '09</u>	<u>% Change</u>
A Division	54.5%	63.5%	-14.2%
IRT WEST	42.4%	67.6%	-37.2%
①	18.4%	54.2%	-66.1%
②	16.3%	49.6%	-67.1%
③	15.2%	73.4%	-79.3%
⑦	90.9%	85.3%	+6.6%
IRT EAST	69.8%	58.5%	+19.4%
④	70.1%	61.0%	+14.9%
⑤	80.9%	58.1%	+39.3%
⑥	43.1%	33.9%	+27.0%
⑤ 42 St	100.0%	95.7%	+4.5%
B Division	41.9%	46.4%	-9.8%
BMT	38.7%	38.1%	+1.6%
①	15.8%	29.9%	-47.2%
⑤ Fkln	99.4%	84.7%	+17.3%
①	31.0%	45.6%	-32.1%
①	45.3%	18.4%	+146.6%
IND/BMT	70.7%	78.4%	-9.8%
①	60.1%	58.9%	+2.0%
⑤ Rock	53.1%	96.5%	-45.0%
①	72.7%	62.4%	+16.5%
① ②	60.5%	98.7%	-38.7%
①	53.1%	96.5%	-44.9%
①	96.9%	79.4%	+22.0%
IND	9.6%	11.7%	-18.0%
①	3.9%	9.6%	-59.0%
①	1.4%	5.2%	-73.4%
①	4.9%	7.7%	-37.0%
①	28.1%	24.1%	+16.5%
Systemwide	46.9%	53.5%	-12.3%

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
 Sep 2009: 89.8%
 Aug 2009: 91.8%

A Division
Monthly Results
 Sep 2009: 88.2%
 Aug 2009: 93.4%

B Division
Monthly Results
 Sep 2009: 90.9%
 Aug 2009: 90.7%

Discussion of Results

In September 2009, Unpublished Supplements (700 delays), Track Gangs (404 delays) and ROW Delays (165 delays) were the highest categories of delays, representing 26.3% of the total 4,820 controllable delays.

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

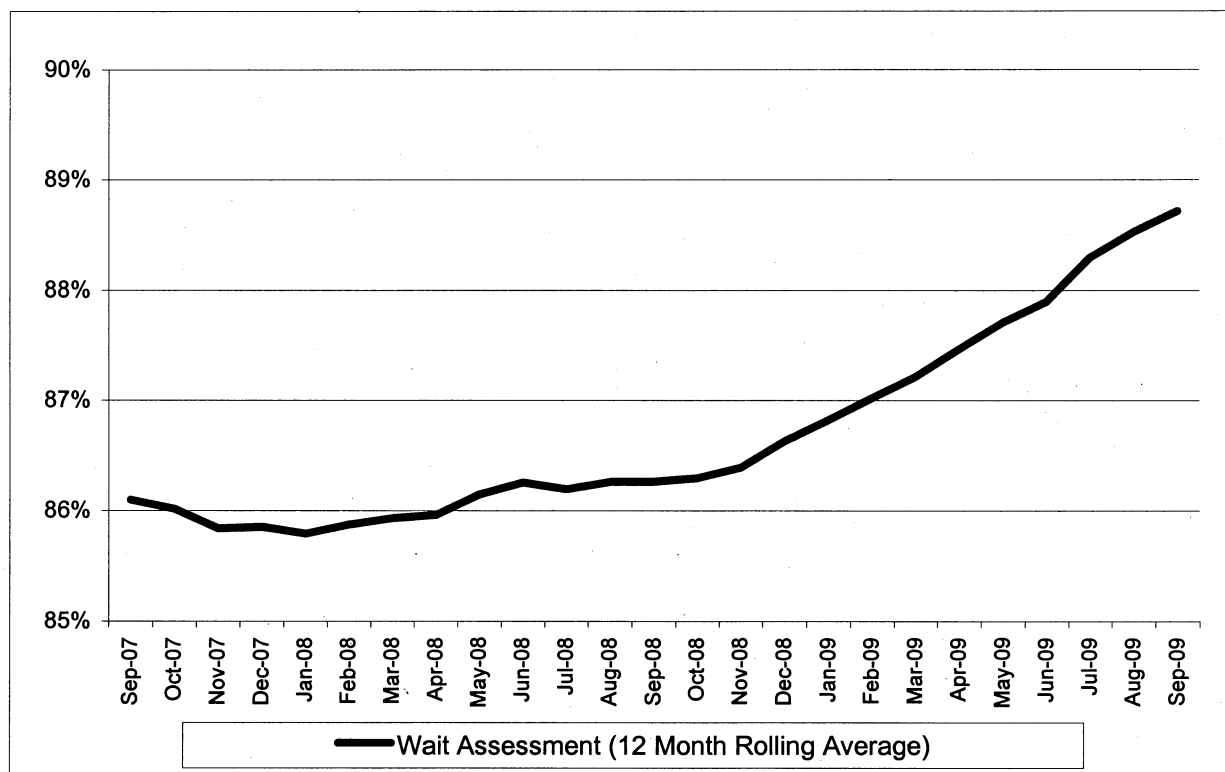
Weekend Controllable On-Time Performance (24 hours)

<u>Line</u>	<u>September '09</u>	<u>August '09</u>	<u>% Change</u>
A Division	88.2%	93.4%	-5.6%
IRT WEST	82.2%	93.2%	-11.8%
①	67.6%	96.3%	-29.8%
②	86.9%	87.7%	-0.9%
③	72.0%	93.9%	-23.3%
⑦	97.6%	91.8%	+6.3%
IRT EAST	95.7%	93.7%	+2.1%
④	95.0%	91.0%	+4.4%
⑤	96.9%	96.4%	+0.5%
⑥	92.8%	93.7%	-0.9%
⑤ 42 St	100.0%	95.7%	+4.5%
B Division	90.9%	90.7%	+0.3%
BMT	92.1%	95.7%	-3.7%
②	97.8%	96.8%	+1.1%
⑤ Fkln	99.9%	96.9%	+3.1%
④	92.9%	95.7%	-2.9%
④	82.4%	94.0%	-12.4%
IND/BMT	95.6%	92.9%	+2.8%
④	90.4%	80.5%	+12.3%
⑤ Rock	99.4%	97.1%	+2.4%
④	96.0%	91.3%	+5.2%
④ ④	100.0%	99.2%	+0.8%
④	94.1%	96.5%	-2.4%
④	98.2%	98.0%	+0.2%
IND	84.2%	83.3%	+1.1%
④	85.3%	82.9%	+3.0%
④	79.2%	71.5%	+10.8%
④	97.0%	86.5%	+12.2%
④	75.5%	92.2%	-18.1%
Systemwide	89.8%	91.8%	-2.2%

**Weekend Absolute Delays
Systemwide Summary
September 2009**

<u>Categories</u>	<u>Delays</u>
Supplement Schedule	23,862
Track Gangs	404
Sick/Unruly Customers	219
ROW Delays	167
Over Crowding	157
Car Equipment	95
Work Equipment/G.O.	77
Police	72
External	44
Employee	43
Fire	12
Operational Diversions	9
Inclement Weather	4
Infrastructure	2
<u>Total Delays</u>	<u>25,168</u>

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

Systemwide Monthly Results

Sept 2009: 89.5%
 Sept 2008: 87.7%
 Sept 2007: 88.6%

12-Month Average

Oct 08-Sept 09: 88.7%
 Oct 07-Sept 08: 86.3%
 Oct 06-Sept 07: 86.1%

Annual Results

2009 Goal: 87.0%
 2008 Actual: 86.6%
 2007 Actual: 85.9%

Statistical Significance

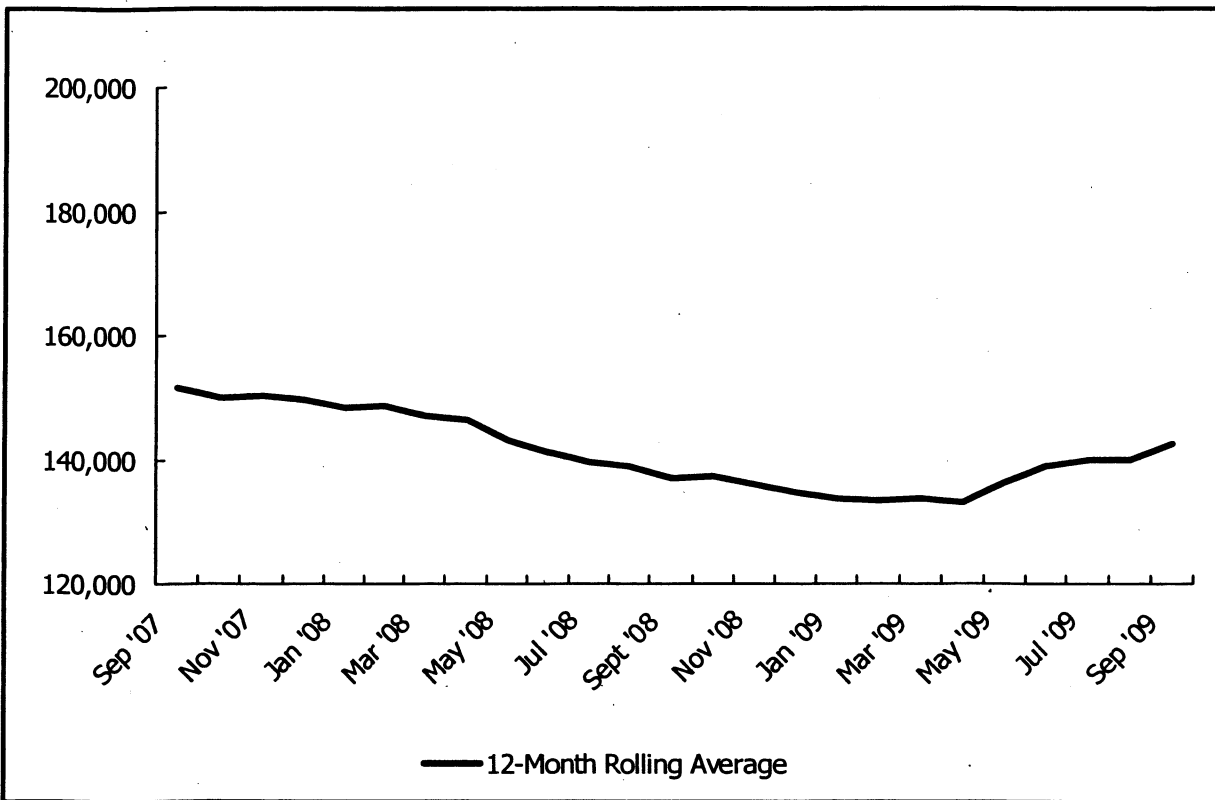
For the monthly results at the systemwide level, an increase/decrease of less than 1.5% is statistically unchanged. For 12-month rolling averages at the systemwide level, an increase/decrease of less than 0.5% is statistically unchanged. Please note, the Grand Central Shuttle began data collection in 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)

Line	Oct 08-Sept 09:	Oct 07-Sept 08:	% Change*
A Division	88.8%	84.9%	+4.6%
IRT West	89.0%	86.4%	+3.0%
1	91.4%	87.9%	+4.0%
2	84.5%	81.7%	+3.5%
3	86.9%	84.7%	+2.6%
7	92.7%	89.9%	+3.2%
IRT East	88.6%	82.5%	+7.3%
4	85.6%	82.0%	+4.4%
5	83.1%	80.2%	+3.6%
6	89.7%	84.9%	+5.7%
S 42 St	94.1%	N/A	N/A
B Division	88.7%	87.0%	+2.0%
BMT	90.1%	87.3%	+3.1%
B	87.4%	86.1%	+1.5%
Q	89.9%	89.6%	+0.4%
S Fkln	98.2%	N/A	N/A
D	87.6%	85.9%	+1.9%
N	89.0%	86.4%	+3.0%
W	91.3%	88.4%	+3.3%
IND/BMT	89.5%	88.1%	+1.7%
A	83.7%	83.9%	-0.2%
S Rock	91.4%	N/A	N/A
C	86.2%	85.9%	+0.3%
J Z	92.2%	90.2%	+2.2%
M	92.0%	89.4%	+2.9%
L	93.3%	90.3%	+3.3%
IND	86.4%	85.7%	+0.8%
E	86.5%	87.6%	-1.3%
F	84.2%	82.9%	+1.6%
V	85.0%	85.2%	-0.1%
G	89.3%	88.2%	+1.2%
R	86.7%	85.0%	+2.1%
Systemwide	88.7%	86.3%	+2.8%

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, +4.3%; A Division, +3.5%; BMT, +2.0%; IND/BMT, +1.4%; B Division, +1.4%; Systemwide, +2.1%.

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

Sep 2009: 159,851

Sep 2008: 127,214

Sep 2007: 150,733

12-Month Average

Oct 08-Sep 09: 142,538

Oct 07-Sep 08: 136,946

Oct 08-Sep 07: 151,611

Annual Results

2009 Goal: 145,000

2008 Actual: 134,795

2007 Actual: 149,646

Discussion of Results

MDBF in September 2009 increased 25.7% from September 2008. Over the past year, the MDBF 12-month average increased 4.1%. 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		
		Sep. '09	Sep. '08	% Change	Sep. '09	Sep. '08	% Change
R32	244	101,600	69,732	+45.70%	54,191	92,685	-41.53%
R38	0	NA	49,051	NA	NA	92,959	NA
R40	0	NA	132,680	NA	NA	134,104	NA
R42	168	91,455	82,482	+10.88%	79,705	83,726	-4.80%
R44	272	124,853	65,606	+90.31%	112,051	104,578	+7.15%
R46	752	77,256	72,027	+7.26%	87,175	109,731	-20.56%
R62	315	146,758	125,644	+16.80%	137,790	135,224	+1.90%
R62A	824	117,647	153,495	-23.35%	131,936	133,557	-1.21%
R68	425	174,406	296,294	-41.14%	191,473	196,985	-2.80%
R68A	200	111,883	225,929	-50.48%	211,652	229,486	-7.77%
R142	1,030	233,124	396,907	-41.26%	232,025	222,914	+4.09%
R142A	600	182,083	178,149	+2.21%	129,236	136,106	-5.05%
R143	212	433,466	166,592	+160.20%	206,186	207,600	-0.68%
R160	1,210	461,178	230,238	+100.30%	590,396	268,036	+120.27%
Fleet	6,252	159,851	127,214	+25.66%	142,538	136,946	+4.08%

*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 ¹	Monthly MDBF			12-Month Average MDBF		
		September 2009	September 2008	% Change	September 2009	September 2008	% Change
①	R62A	97,132	144,133	-32.6	111,031	115,699	-4.0
②	R142	189,129	698,560	-72.9	228,352	221,668	+3.0
③	R62	146,758	134,794	+8.9	137,860	146,702	-6.0
⑦	R62A	187,570	159,280	+17.8	186,549	168,872	+10.5
IRT West		146,361	191,949	-23.8	156,544	156,760	-0.1
④	R142(66%);R142A(34%)	170,484	359,348	-52.6	167,031	196,889	-15.2
⑤	R142	394,299	189,100	+108.5	316,193	207,871	+52.1
⑥	R142A	219,384	161,242	+36.1	125,829	125,391	+0.4
⑤ 42 St	R62A	7,659	22,732	-66.3	16,622	39,623	-58.1
IRT East		200,730	217,497	-7.7	161,593	163,356	-1.1
⑧	R68(56%);R68A(44%)	142,009	202,668	-29.9	165,298	144,198	+14.6
⑨	R160(50%);R68A(50%)	258,350	354,369	-27.1	430,488	273,737	+57.3
⑤ Fkln	R68	18,878	18,922	-0.2	45,229	57,583	-21.5
⑩	R68	200,134	400,171	-50.0	209,706	229,693	-8.7
⑪	R160	765,068	236,293	+223.8	593,141	244,546	+142.6
⑫	R160	107,801	97,162	+11.0	233,571	99,743	+134.2
BMT		221,864	241,119	8.0	275,770	201,423	+36.9
⑬	R44(65%);R46(29%) ²	102,401	72,186	+41.9	101,766	111,759	-8.9
⑬ Rock	R44	26,117	59,030	-55.8	59,609	80,147	-25.6
⑭	R32	91,773	44,948	-104.2	45,115	69,639	-35.2
⑮/⑯	R160(74%);R42(26%)	372,767	210,862	+76.8	456,124	96,546	+372.4
⑰	R160	467,796	423,593	+10.4	474,263	118,300	+300.9
⑱	R143(79%);R160(21%)	500,068	112,200	+345.7	230,890	203,389	+13.5
IND/BMT		145,613	86,426	+68.5	113,847	107,711	+5.7
⑲	R160	298,252	72,304	+312.5	132,292	115,799	+14.2
⑳	R46(59%);R160(41%)	160,034	65,266	+145.2	125,866	122,002	+3.2
㉑	R42(75%);R32(14%) ³	98,692	84,710	+16.5	59,601	74,758	-20.3
㉒	R46	85,982	65,639	31.0	59,105	74,796	-21.0
㉓	R46	70,619	76,608	-7.8	76,677	84,090	-8.8
IND		125,599	70,562	+78.0	98,189	102,912	-4.6
System		159,851	127,214	+25.7	142,538	136,946	+4.1

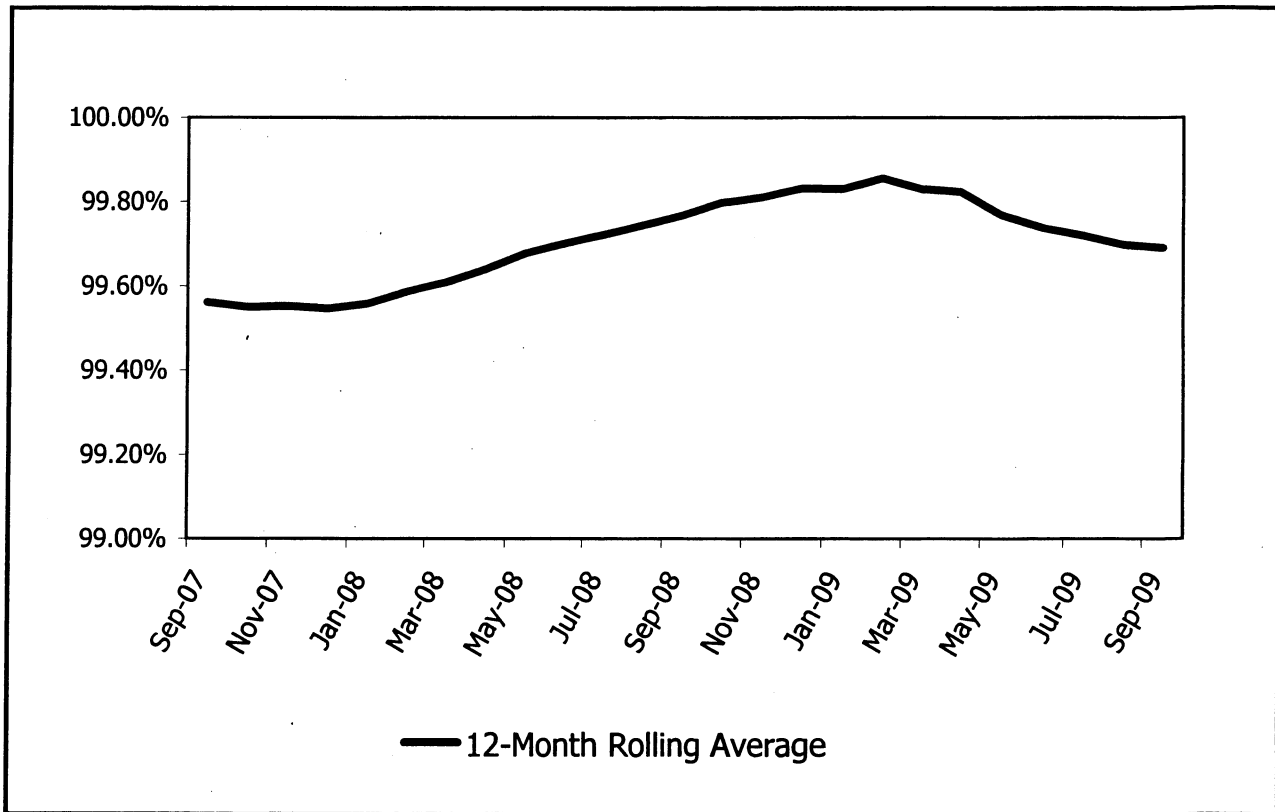
1 Car assignments as of September 1, 2009

2 Other cars assigned to ⑬: R32(6%)

3 Other cars assigned to ㉑: 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

September 2009: 99.85%
 September 2008: 99.94%
 September 2007: 99.66%

12-Month Average

Oct 08-Sep 09: 99.69%
 Oct 07-Sep 08: 99.77%
 Oct 06-Sep 07: 99.56%

Annual Results

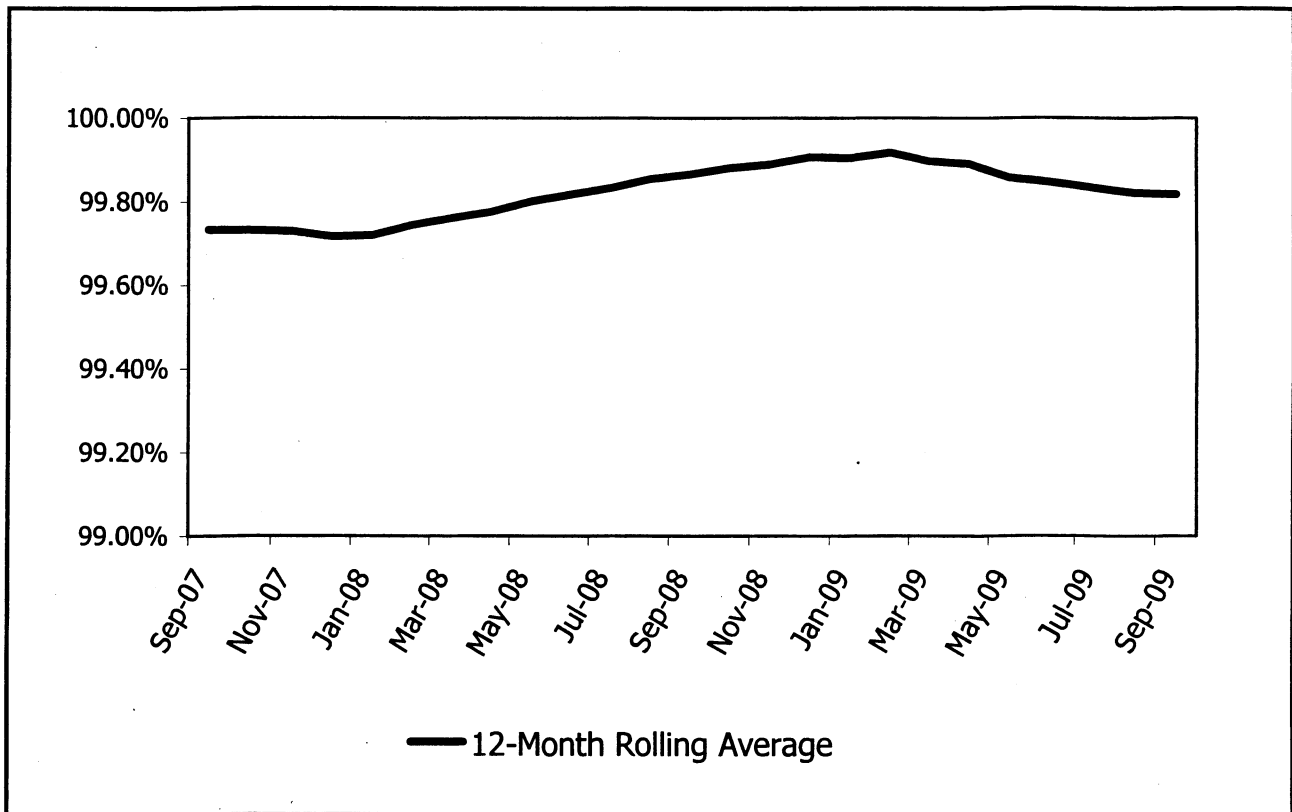
2009 Goal: 99.85%
 2008 Actual: 99.83%
 2007 Actual: 99.55%

Discussion of Results

In September, 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

September 2009: 99.90%
 September 2008: 99.94%
 September 2007: 99.80%

12-Month Average

Oct 08-Sep 09: 99.82%
 Oct 07-Sep 08: 99.87%
 Oct 06-Sep 07: 99.73%

Annual Results

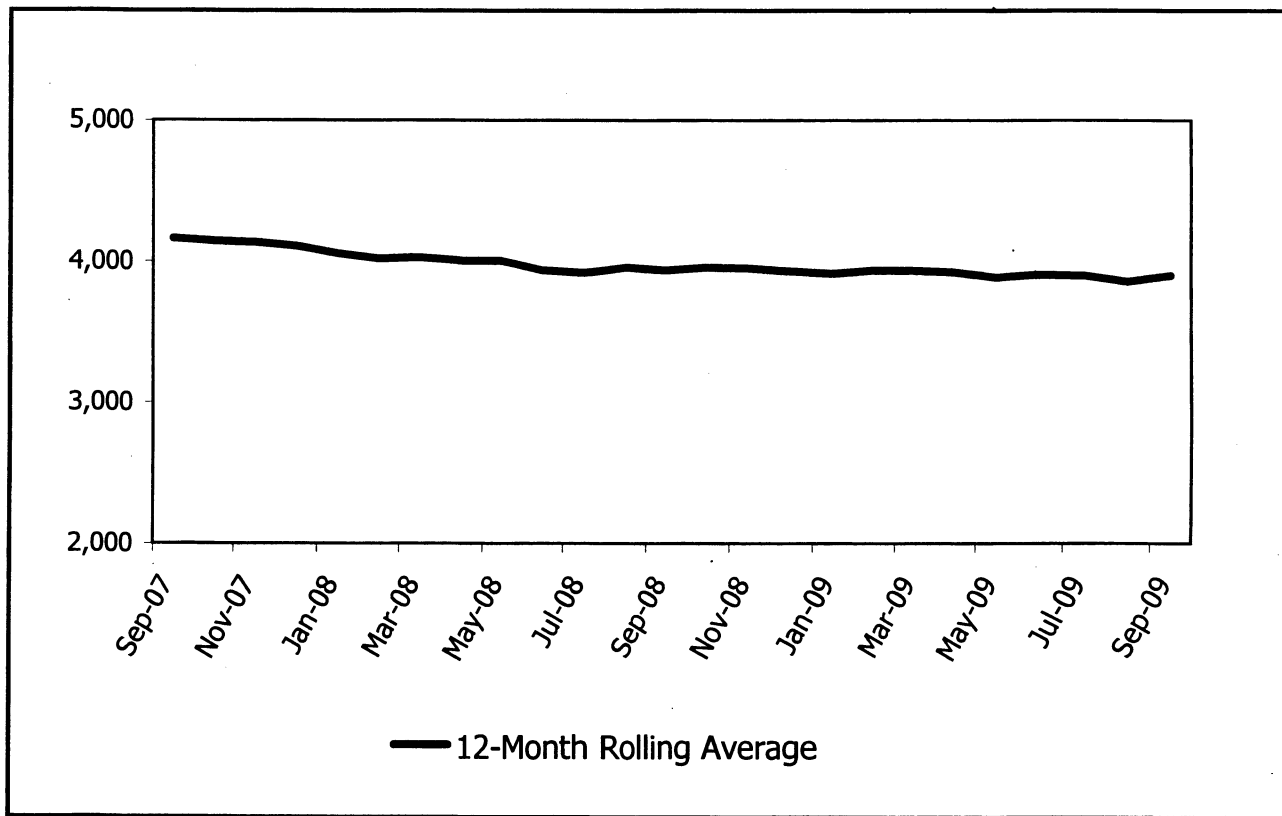
2009 Goal: 99.85%
 2008 Actual: 99.91%
 2007 Actual: 99.72%

Discussion of Results

In September, 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

September 2009: 4,154
 September 2008: 3,644
 September 2007: 3,863

12-Month Average

Oct 08-Sep 09: 3,902
 Oct 07-Sep 08: 3,940
 Oct 06-Sep 07: 4,163

Annual Results

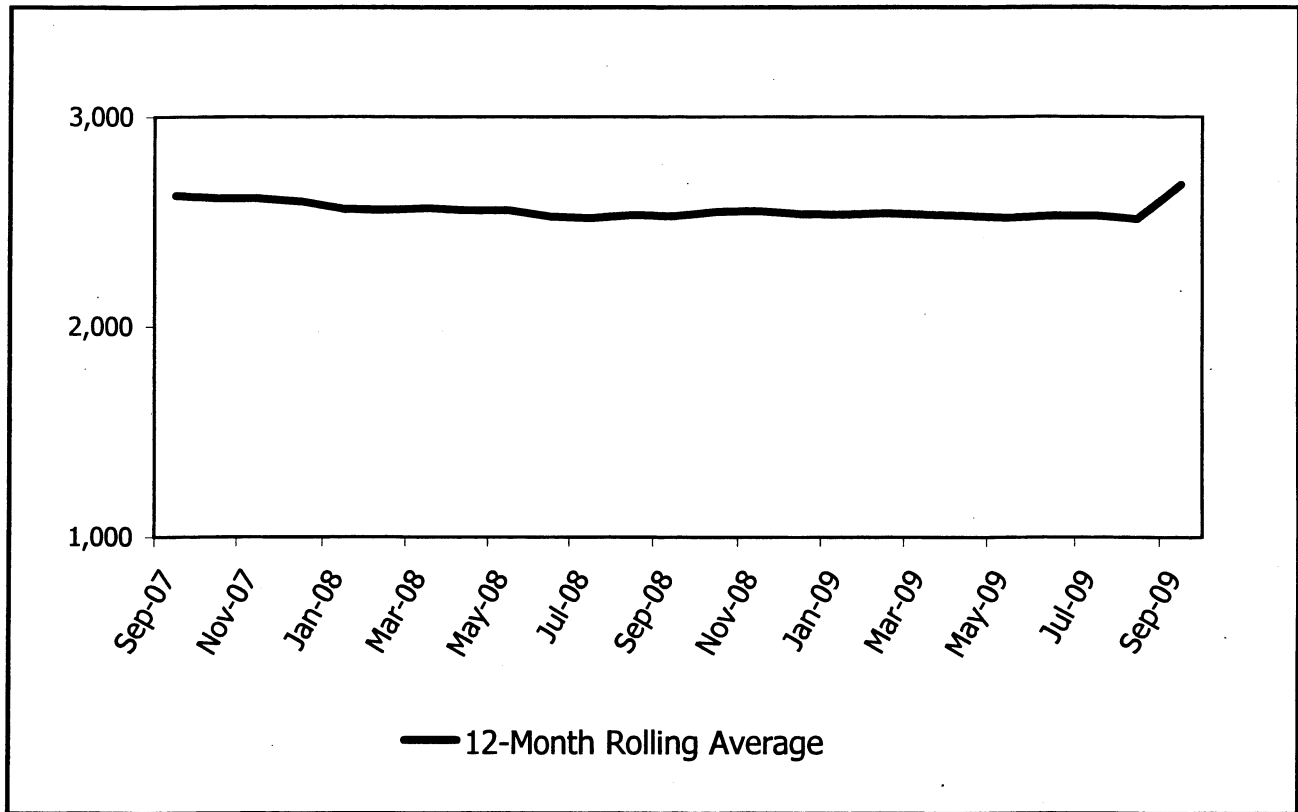
2009 Goal: 3,957
 2008 Actual: 3,933
 2007 Actual: 4,109

Discussion of Results

In September, performance increased by 510 miles (14%) as compared to September '08. The 12-Month average decreased by 38 miles (1.0%) as compared to the same period last year.

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.

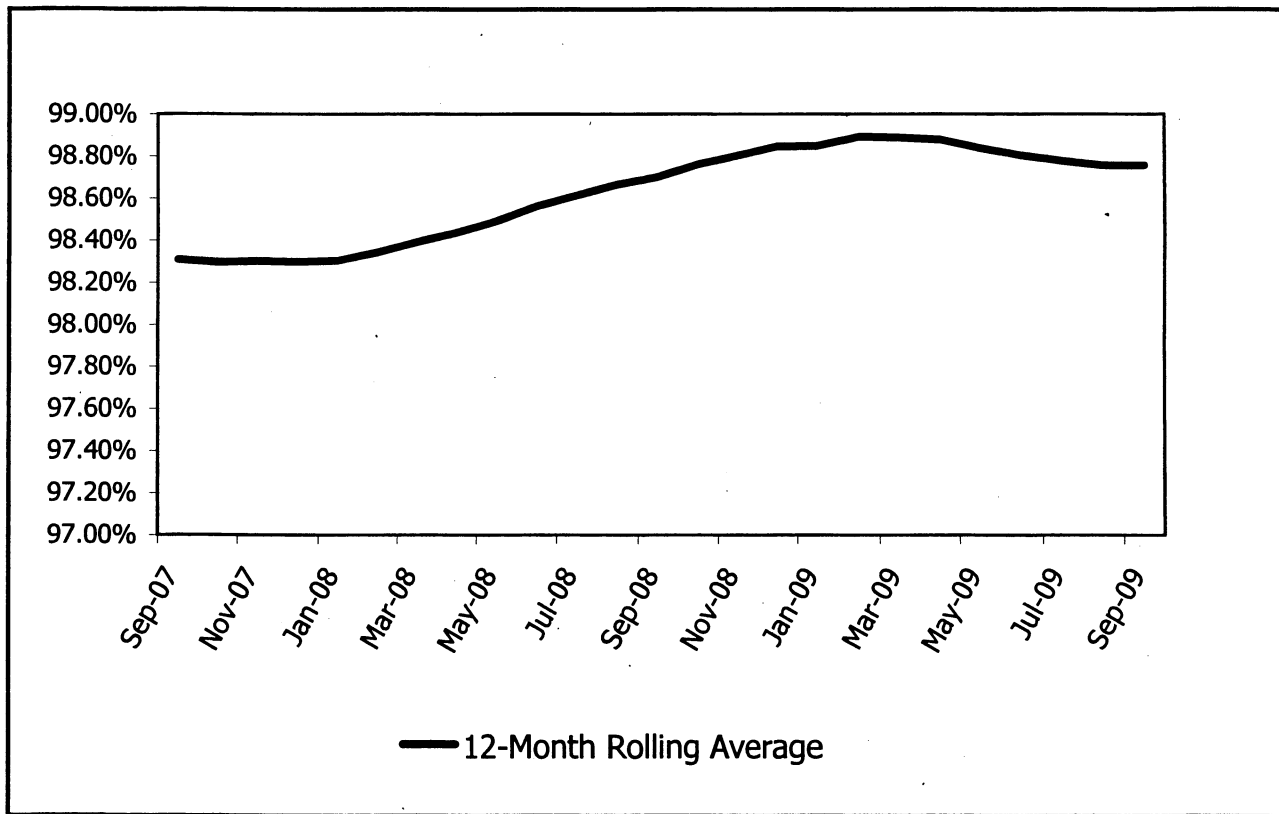
Monthly Results		12-Month Average	Annual Results	
September 2009:	2,531	Oct 08-Sep 09:	2,678	2009 Goal: 2,556
September 2008:	2,451	Oct 07-Sep 08	2,527	2008 Actual: 2,538
September 2007:	2,516	Oct 06-Sep 07	2,625	2007 Actual: 2,596

Discussion of Results

In September, performance increased by 80 miles (3.3%) from September '08. The 12-Month average increased by 151 miles (6.0%) 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

September 2009: 98.81%
 September 2008: 98.79%
 September 2007: 98.37%

12-Month Average

Oct 08-Sep 09: 98.76%
 Oct 07-Sep 08: 98.70%
 Oct 06-Sep 07: 98.31%

Annual Results

2009 Goal: *N/A
 2008 Actual: 98.85%
 2007 Actual: 98.30%

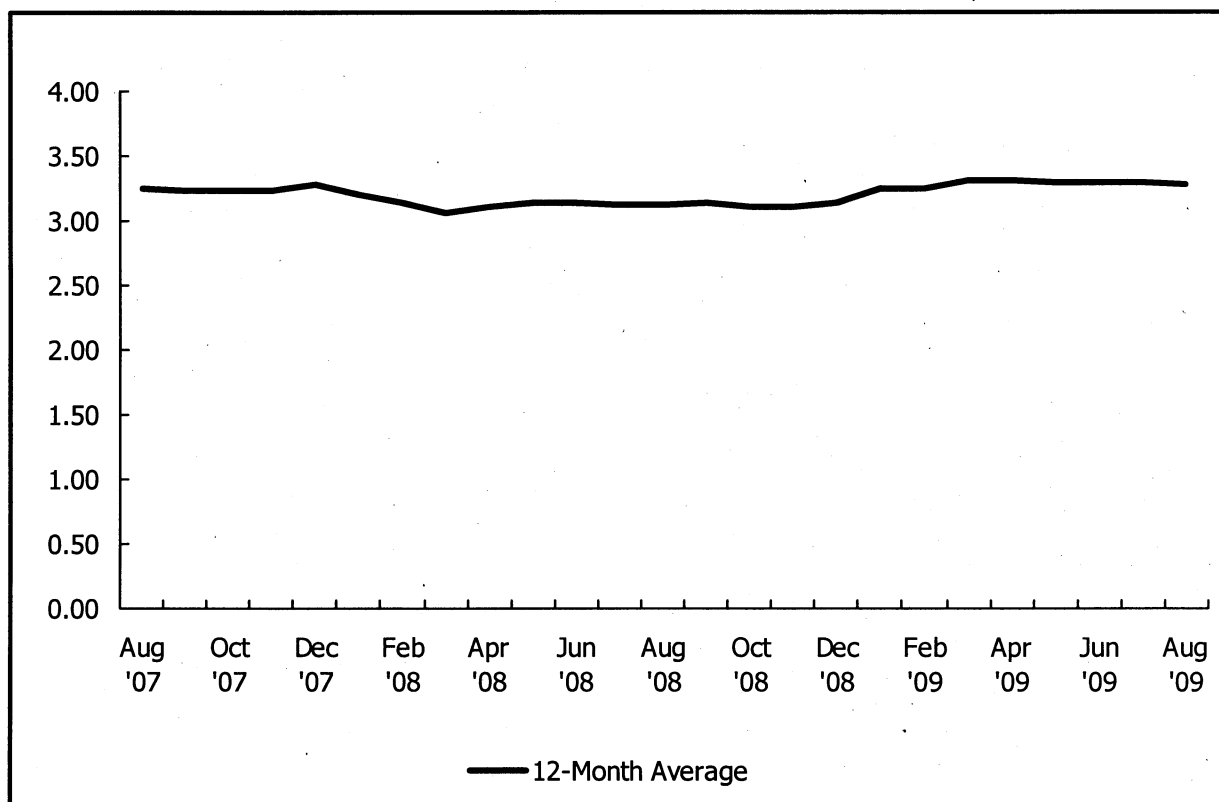
Discussion of Results

In September, both the monthly indicator and 12-Month average increased 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

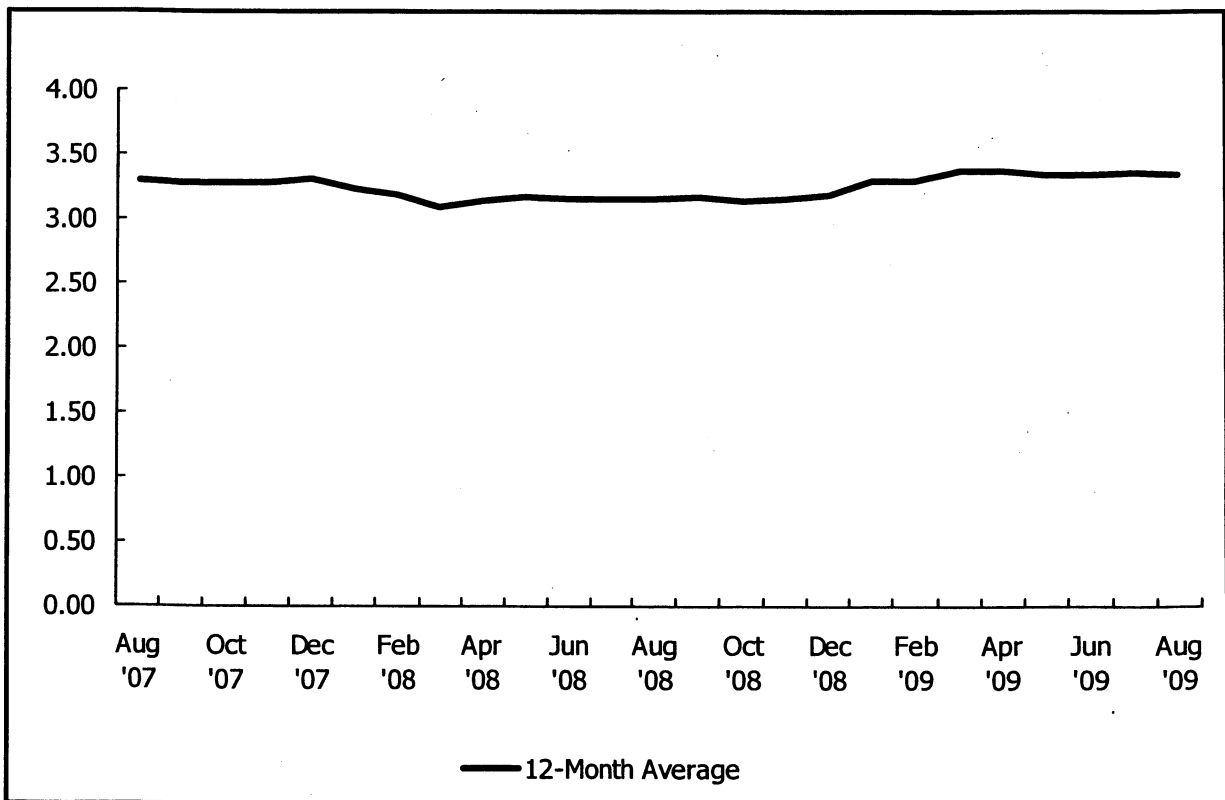
Any claimed accident to a subway customer within/on transit property. Does not include crime/assault statistics.

Monthly Results	12-Month Average	Annual Results
Aug 2009: 2.74	Sep 08 - Aug 09: 3.28	2009 YTD: 3.38
Aug 2008: 3.02	Sep 07 - Aug 08: 3.13	2008 Actual: 3.14
Aug 2007: 3.09	Sep 06 - Aug 07: 3.25	2007 Actual: 3.28

Discussion of Results: Rolling Subway Customer Accident Rate increased by 4.8% for August 2009 compared to August 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

Aug 2009: 2.78

Aug 2008: 3.06

Aug 2007: 3.09

12-Month Average

Sep 08 - Aug 09: 3.34

Sep 07 - Aug 08: 3.15

Sep 06 - Aug 07: 3.29

Annual Results

2009 YTD: 3.43

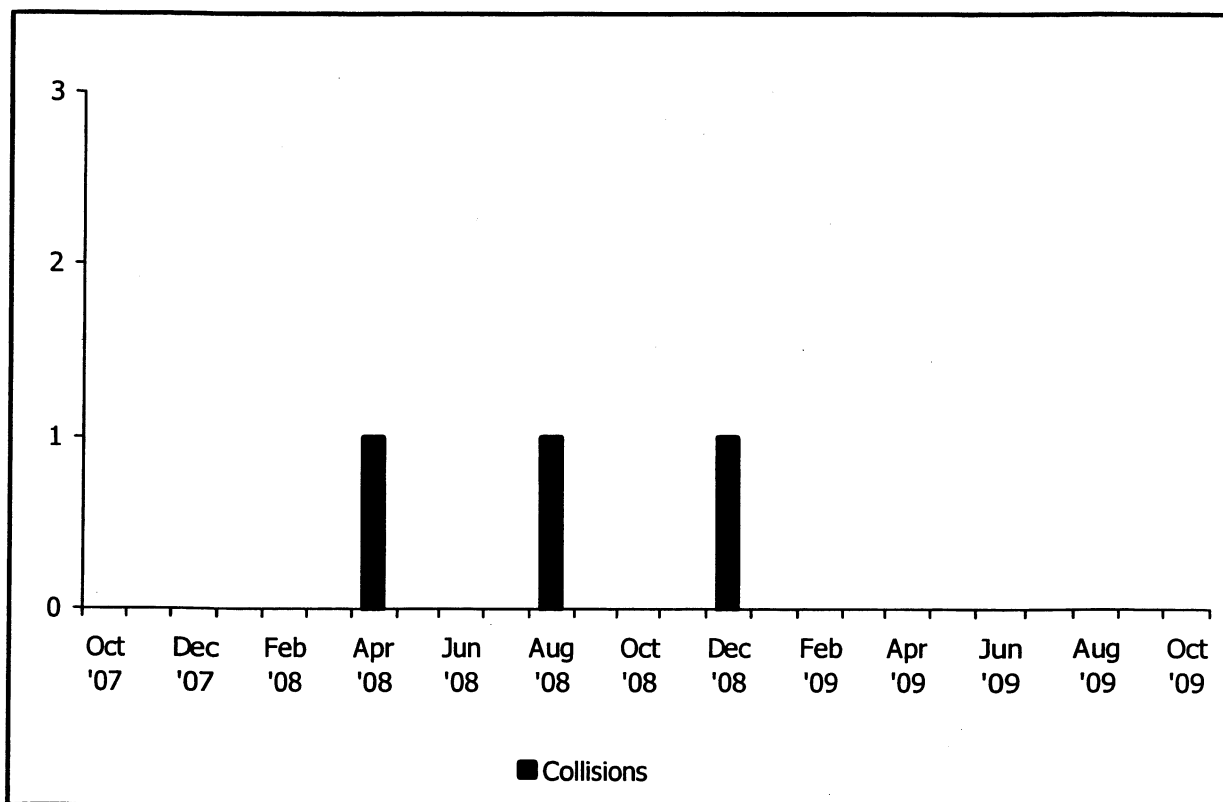
2008 Actual: 3.18

2007 Actual: 3.32

Discussion of Results: Rolling Subway Customer Injury Rate increased by 6.0% for August 2009 compared to August 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

Oct 2009: 0

Oct 2008: 0

Oct 2007: 0

12-Month Total

Nov 08 - Oct 09: 1

Nov 07 - Oct 08: 2

Nov 06 - Oct 07: 0

Annual Results

2009 YTD: 0

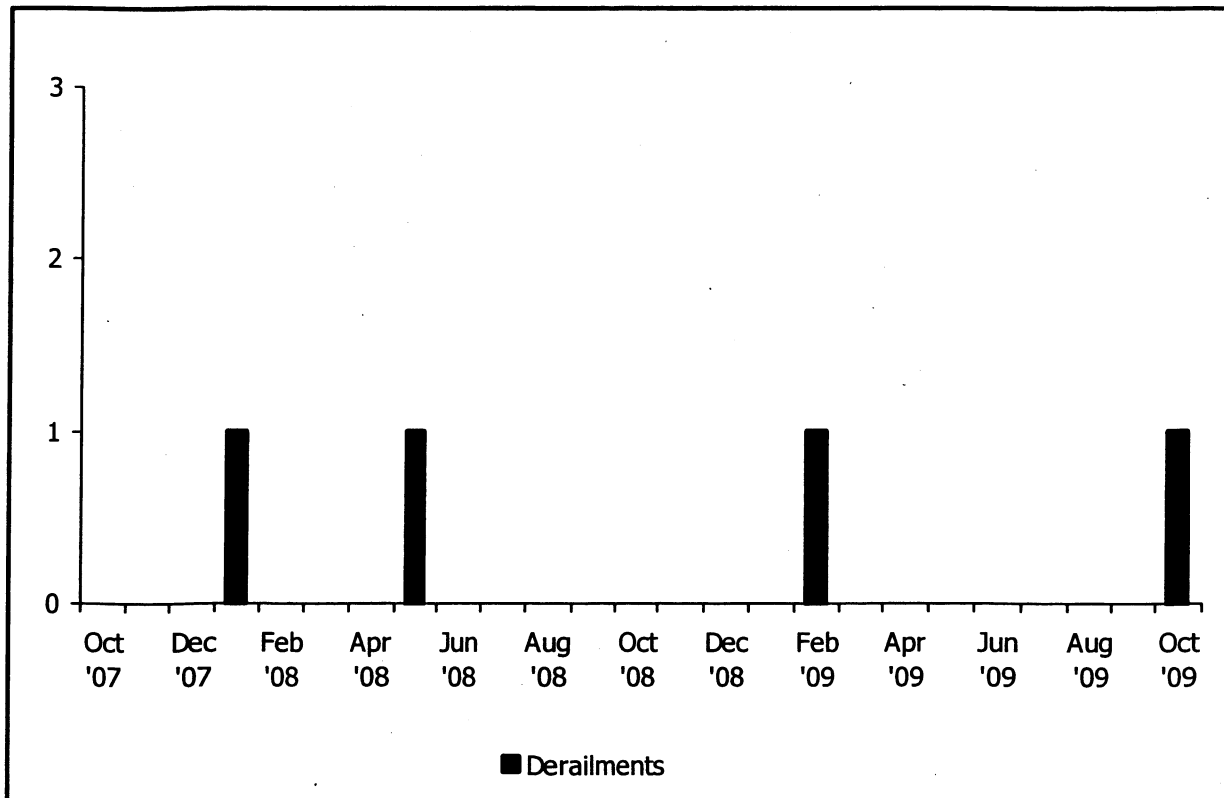
2008 Actual: 3

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

Oct 2009: 1

Oct 2008: 0

Oct 2007: 0

12-Month Total

Nov 08 - Oct 09: 2

Nov 07 - Oct 08: 2

Nov 06 - Oct 07: 0

Annual Results

2009 YTD: 2

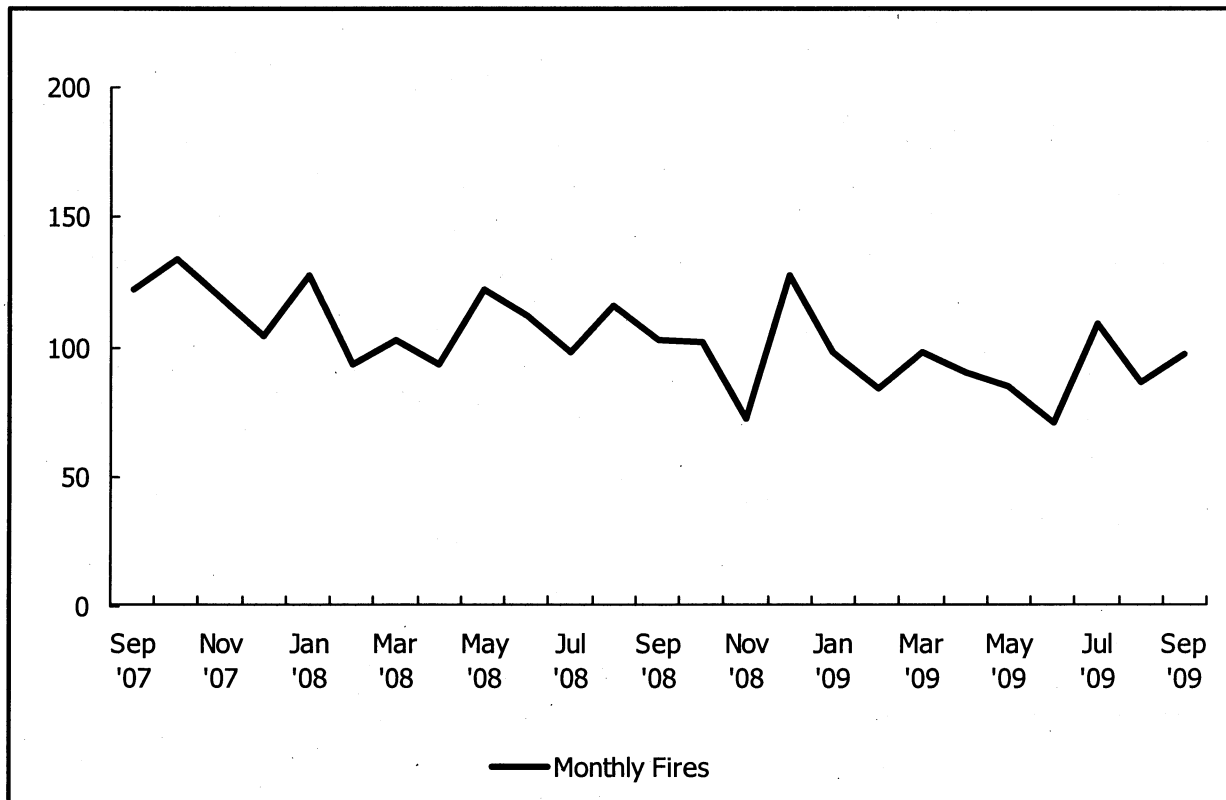
2008 Actual: 2

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

Sep 2009: 97

Sep 2008: 103

Sep 2007: 122

12-Month Total

Oct 08 - Sep 09: 1,120

Oct 07 - Sep 08: 1,325

Oct 06 - Sep 07: 1,391

Annual Results

2009 YTD: 818

2008 Actual: 1,270

2007 Actual: 1,465

Discussion of Results:

Fires for the month of September 2009 were down 5.8% (6 Fires) compared to September 2008. Fires were down 15.5% for the 12-Month Total through September 2008 vs. September 2009.

Chart 25

Subway Fires

Fire severity is classified as follows:

Severity	Criteria
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:

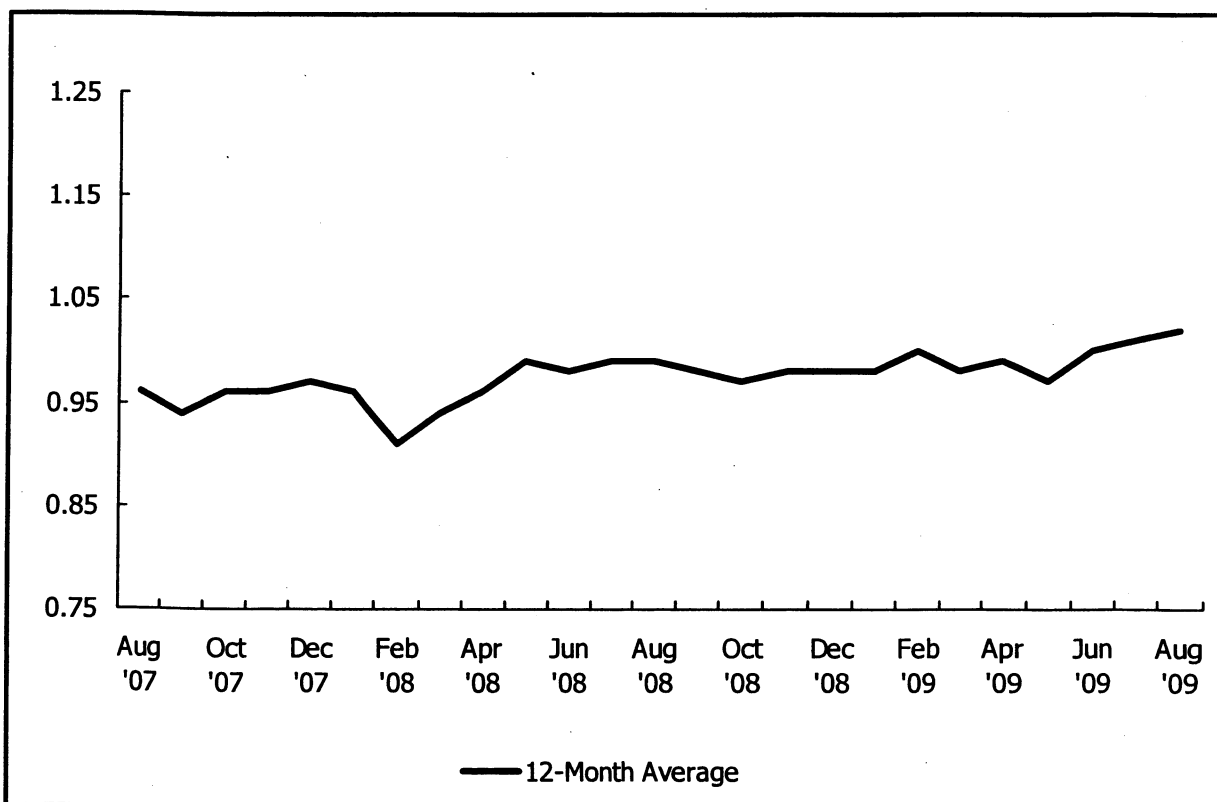
Low:	77.3%
Average:	22.7%
Above Average:	0.0%
High	0.0%

Location of fires during the current month were as follows:

Train:	16
Right-of-way:	57
Station:	23
Other:	1
Total:	97

Chart 26

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).

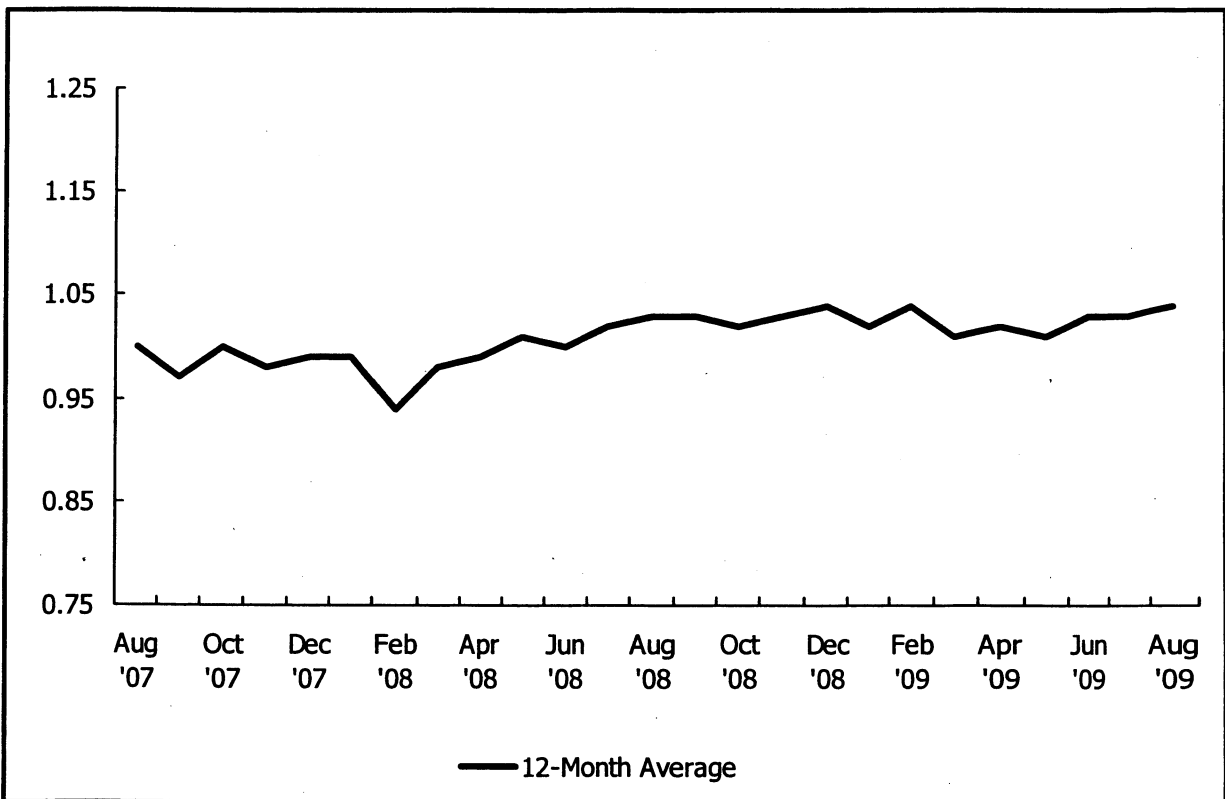
Monthly Results	12-Month Average	Annual Results
Aug 2009: 1.27	Sep 08 – Aug 09: 1.02	2009 YTD: 1.02
Aug 2008: 1.08	Sep 07 – Aug 08: 0.99	2008 Actual: 0.98
Aug 2007: 1.05	Sep 06 – Aug 07: 0.96	2007 Actual: 0.97

Discussion of Results:

Customer Accident Rate is up by 3.0% through Aug '09 versus through Aug '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).

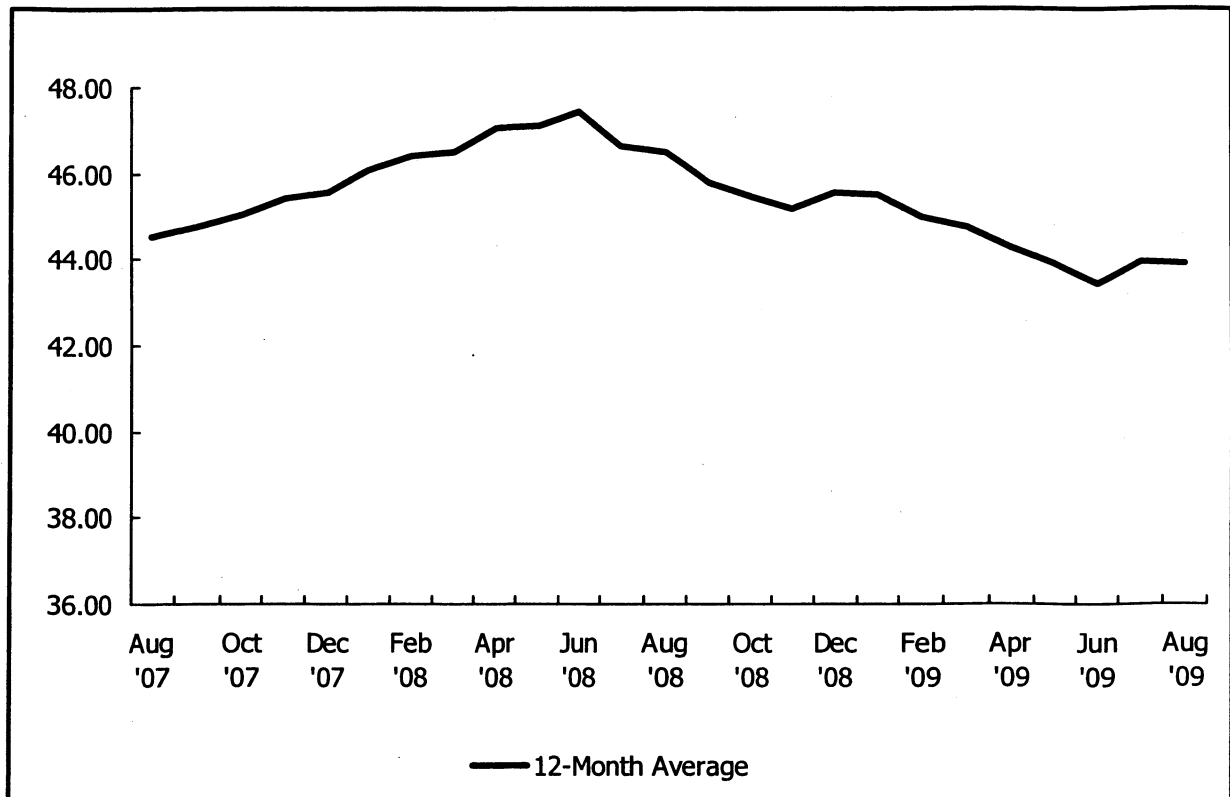
Monthly Results	12-Month Average	Annual Results
Aug 2009: 1.26	Sep 08 – Aug 09: 1.04	2009 YTD: 1.06
Aug 2008: 1.10	Sep 07 – Aug 08: 1.03	2008 Actual: 1.04
Aug 2007: 1.03	Sep 06 – Aug 07: 1.00	2007 Actual: 0.99

Discussion of Results:

Customer Accident Injury Rate is up 1.0% through Aug '09 versus through Aug '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.

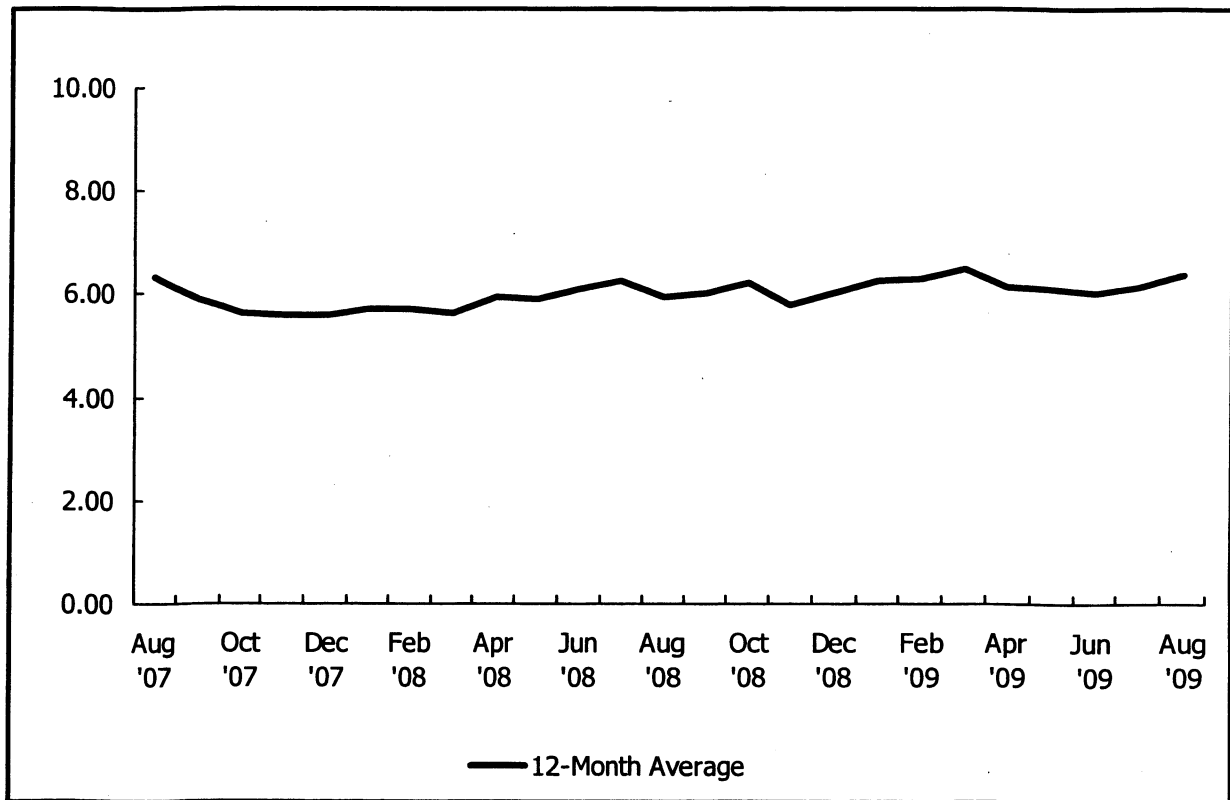
Monthly Results	12-Month Average	Annual Results
Aug 2009: 40.72	Sep 08 – Aug 09: 43.92	2009 YTD: 42.75
Aug 2008: 41.27	Sep 07 – Aug 08: 46.52	2008 Actual: 45.58
Aug 2007: 42.50	Sep 06 – Aug 07: 44.54	2007 Actual: 45.54

Discussion of Results:

Collision Rate is down by 5.6% through Aug '09 versus through Aug '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

Aug 2009: 7.19

Aug 2008: 4.35

Aug 2007: 8.15

12-Month Average

Sep 08 – Aug 09: 6.35

Sep 07 – Aug 08: 5.92

Sep 06 – Aug 07: 6.33

Annual Results

2009 YTD: 6.24

2008 Actual: 6.03

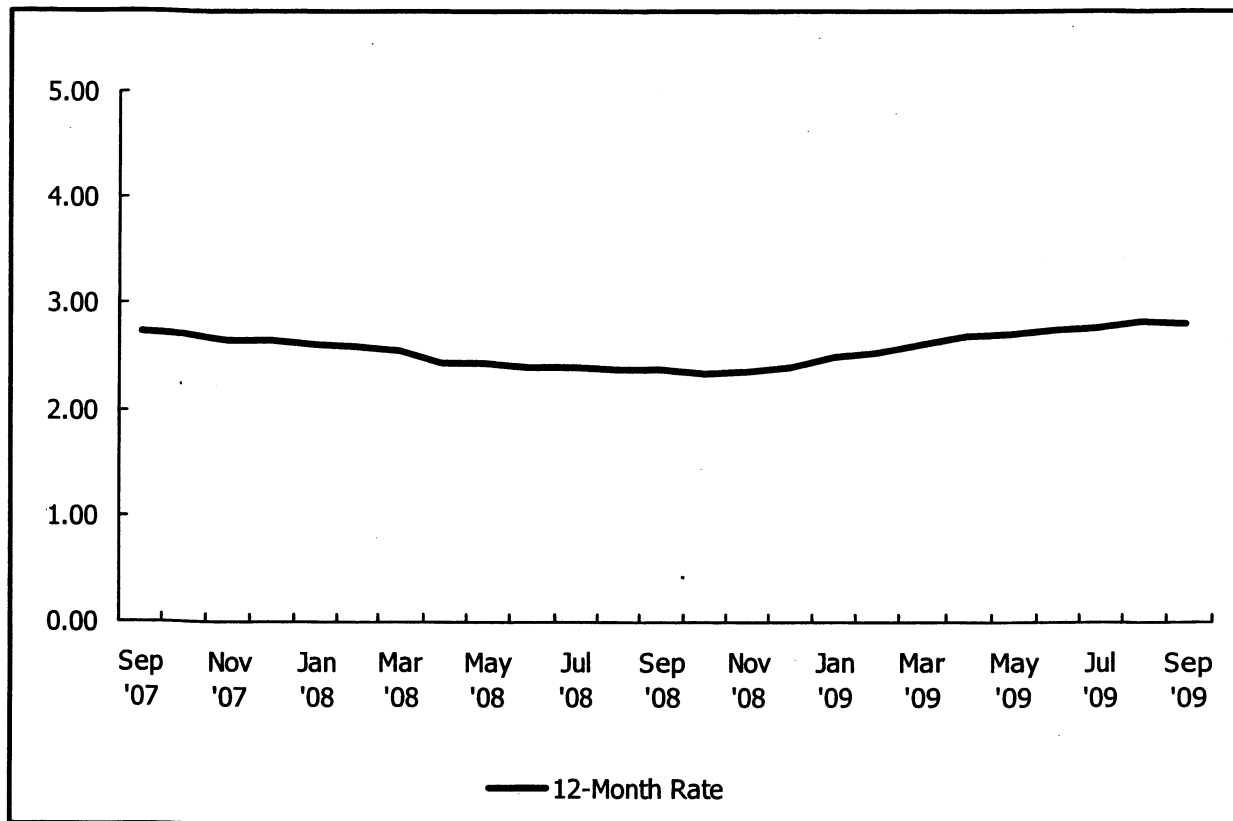
2007 Actual: 5.59

Discussion of Results:

Collision Injury rate is up by 7.3% through Aug '09 versus through Aug '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	12-Month Average	Annual Results
Sep 2009: 2.33	Oct 08 – Sep 09: 2.82	2009 Goal: 2.26
Sep 2008: 2.55	Oct 07 – Sep 08: 2.38	2008 Actual: 2.41
Sep 2007: 2.58	Oct 06 – Sep 07: 2.73	2007 Actual: 2.66

Discussion of Results: Overall accident rate is up 18.5% in the 12-month period ending Sep '09 vs. the 12-month period ending Sep '08.

Chart 31



Police Department
City of New York

REPORT

CRIME STATISTICS OCTOBER

	2009	2008	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	47	76	-29	-38.2%
FELASSAULT	15	19	-4	-21.1%
BURGLARY	0	0	0	0.0%
GRLARCENY	86	114	-28	-24.6%
<u>TOTAL MAJOR FELONIES</u>	<u>148</u>	<u>209</u>	<u>-61</u>	<u>-29.2%</u>

During October the daily Robbery average decreased from 2.5 to 1.5

During October the daily Major Felony average decreased from 6.7 to 4.8

CRIME STATISTICS JANUARY THRU OCTOBER

	2009	2008	Diff	% Change
MURDER	1	2	-1	-50.0%
RAPE	1	2	-1	-50.0%
ROBBERY	571	636	-65	-10.2%
FELASSAULT	129	150	-21	-14.0%
BURGLARY	1	5	-4	-80.0%
GRLARCENY	925	1090	-165	-15.1%
<u>TOTAL MAJOR FELONIES</u>	<u>1628</u>	<u>1885</u>	<u>-257</u>	<u>-13.6%</u>

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

OCTOBER ACTIVITY

	2009	2008	Diff	% Change
TotalArrest	3797	3345	451	13.5%
TosArrest	1753	1439	313	21.8%
Summ	10571	11569	-999	-8.6%
Ejection	2819	3418	-600	-17.5%

JANUARY - OCTOBER ACTIVITY

	2009	2008	Diff	% Change
TotalArrest	38388	33163	5225	15.8%
TosArrest	16575	13804	2770	20.1%
Summ	104049	114882	-10833	-9.4%
Ejection	28425	36998	-8573	-23.2%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY - OCTOBER												
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Murder	4	1	5	1	2	1	3	3	4	2	4	2	1
Rape	1	13	1	5	1	0	3	2	3	3	1	2	1
Robbery	1898	1555	1376	1161	1002	1049	955	897	960	831	658	636	571
Assault	397	363	345	305	227	238	208	228	181	155	174	150	129
Burglary	26	14	8	10	38	13	7	5	1	5	2	5	1
GL	2964	2143	1996	2105	1885	1803	1455	1547	1514	1236	1068	1090	925
TOTAL MAJOR FELONIES	5290	4089	3731	3587	3155	3104	2631	2682	2663	2232	1907	1885	1628
Major Fel Per Day	17.4	13.5	12.3	11.8	10.4	10.2	08.7	08.8	08.8	07.3	06.3	06.2	05.4

Report



FINANCIAL AND RIDERSHIP REPORT

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

Category (\$ in millions)	September Results		Year-to-Date September Results			
	Variance Fav/(Unfav)		Forecast	Prel Actual	Variance Fav/(Unfav)	
	\$	%			\$	%
Farebox Rev: Subway	4.8	2.5	1,628.2	1,645.0	16.9	1.0
Bus	(0.8)	(1.2)	612.0	609.3	(2.7)	(0.4)
Paratransit	0.0	1.8	10.5	10.4	(0.1)	(0.9)
Fare Media Liability	1.0	25.0	36.0	43.0	7.0	19.4
Total Farebox Revenue	5.0	1.8	2,286.7	2,307.7	21.1	0.9
Other Operating Revenue	(0.2)	(0.8)	198.4	198.9	0.5	0.2
Capital & Other Reimbursements	6.7	9.2	691.9	706.7	14.9	2.1
Total Revenue	11.5	3.2	3,176.9	3,213.3	36.4	1.1
Nonreimb. Exp. before Dep./OPEB	9.6	2.1	4,675.2	4,629.7	45.5	1.0
Depreciation	2.6	2.5	922.4	915.8	6.6	0.7
Other Post-Employment Benefits	(4.3)	(1.6)	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	7.9	0.9	6,390.1	6,354.3	35.8	0.6
Capital & Other Expenses	(6.7)	(9.2)	691.9	706.7	(14.9)	(2.1)
Total Expenses	1.2	0.1	7,081.9	7,061.0	21.0	0.3
Net Surplus/(Deficit)*	12.7	2.3	(3,905.0)	(3,847.7)	57.3	1.5
Depreciation/OPEB/Other Cash Adjust.	39.0	11.1	2,078.7	2,164.0	85.3	4.1
Net Cash Deficit*	51.7	27.3	(1,826.3)	(1,683.7)	142.6	7.8

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

Farebox revenue was \$2,307.7 million year-to-date, over the forecast by \$21.1 million (0.9 percent). Subways overran by \$16.9 million (1.0 percent) and non-cash fare media liability by \$7.0 million (19.4 percent), offset in part by buses, under by \$2.7 million (0.4 percent) and paratransit, under by \$0.1 million (0.9 percent). The subways overrun was due at least in part to lower-than-forecasted job losses.

Nonreimbursable expenses before depreciation, OPEB and environmental remediation underran the forecast year-to-date by \$45.5 million (1.0 percent). Labor was under by \$19.0 million (0.5 percent), mainly due to Workers' Compensation and health & welfare underruns, vacancies and increased overhead credits, partly offset by reimbursable payroll underruns. Non-labor expenses were favorable by \$26.6 million (2.3 percent), largely due to reduced energy, station painting, vehicle and uniform charges, partly offset by paratransit expenses.

The net cash deficit was \$1,683.7 million, under the forecast by \$142.6 million (7.8 percent).

Average weekday ridership in September 2009 was 7.6 million, a decrease of 5.3 percent from September 2008, mainly due to the weaker economy, the June 2009 fare increase and calendar differences. Average weekday ridership for the twelve months ending September 2009 decreased 2.1 percent from the prior twelve months.

Category (in thousands)	Average Weekday Ridership			
	September 2009	% Fav/(Unf) vs 2008	12-Mo Rolling Avg	% Fav/(Unf) vs 2008
Subway	5,186	(4.7%)	5,102	(2.2%)
Local Bus	2,332	(6.5%)	2,284	(2.2%)
Express Bus	44	(9.1%)	45	(2.2%)
Paratransit	29	16.0%	26	20.2%
Total	7,591	(5.3%)	7,456	(2.1%)

FINANCIAL RESULTS

Farebox Revenue

- September 2009 preliminary total farebox revenue of \$275.5 million was \$5.0 million (1.8 percent) above the forecast, due mostly to higher-than-forecasted subway ridership resulting at least in part from lower-than-anticipated job losses. September 2009 revenue includes a \$2.6 million negative adjustment to prior months due to replacement of estimated average fares for unlimited-ride passes in July and August with actual third quarter average fares.
- As shown in the rightmost columns below, September farebox revenue, excluding prior month adjustments and fare media liability, was \$6.6 million (2.5 percent) above the forecast. Subway revenue was \$6.7 million (3.5 percent) above the forecast, bus revenue was \$0.2 million (0.2 percent) below the forecast, and paratransit revenue was \$23,000 (1.8 percent) above the forecast.
- Fare media liability (i.e., unused value on expired MetroCards) was \$1.0 million (25.0 percent) above the forecast.

September 2009 Farebox Revenue - (\$ in millions)

	Forecast	Preliminary Actual	Favorable/(Unfavorable)		Excluding prior period adjustments	
			Amount	Percent	Favorable/(Unfavorable) Amount	Percent
Subway	192.2	197.0	4.8	2.5%	6.7	3.5%
Bus	73.1	72.2	(0.8)	(1.2%)	(0.2)	(0.2%)
Paratransit	1.3	1.3	0.0	1.8%	0.0	1.8%
Subtotal	266.5	270.5	4.0	1.5%	6.6	2.5%
Fare Media Liability	4.0	5.0	1.0	25.0%		
Total	270.5	275.5	5.0	1.8%		

- September year-to-date revenue was \$21.1 million (0.9 percent) above the forecast, due mostly to higher-than-anticipated subway ridership. Subway revenue was \$16.9 million (1.0 percent) above the forecast, bus revenue was \$2.7 million (0.4 percent) below the forecast and paratransit revenue was \$97,000 (0.9 percent) below the forecast. Fare media liability was \$7.0 million (19.4 percent) above the forecast.

Average Fare

- The September 2009 average non-student fare of \$1.475 increased 13.7¢ from September 2008, due to the June 2009 fare increase. The subway fare increased 14.9¢, the local bus fare increased 10.9¢, and the express bus fare increased 28.4¢.

September Non-Student Average Fare - \$

	2008	2009	Change
Subway	1.405	1.554	0.149
Local Bus	1.134	1.243	0.109
Subway & Local Bus	1.324	1.460	0.137
Express Bus	3.934	4.217	0.284
Total	1.339	1.475	0.137

- The September 2009 average fare was 9.6¢ above the average fare of \$1.379 in September 1996, before MetroCard fare incentives began. In constant 1996 dollars, the September 2009 average fare was \$1.04, 34¢ lower than in 1996.

Other Operating Revenue

Other operating revenue was over the forecast year-to-date by \$0.5 million (0.2 percent), primarily due to the favorable timing of advertising revenues and incremental real estate revenues, mostly offset by reduced paratransit Urban Taxes. The September result was under the forecast by \$0.2 million (0.8 percent), mostly due to lower than forecasted paratransit Urban Tax revenues.

Nonreimbursable Expenses

Nonreimbursable expenses before depreciation, OPEB and environmental remediation were under the forecast year-to-date by \$45.5 million (1.0 percent) and in September by \$9.6 million (2.1 percent). The major causes of these results are reviewed below:

Labor was below the forecast year-to-date by \$19.0 million (0.5 percent), mostly due to lower than forecasted Workers' Compensation and health & welfare expenses, vacancies, increased overhead credits (largely due to un-forecasted rate increases) and incremental fringe benefit transfers to reimbursable. Reimbursable departmental payroll underruns and the timing of unfavorable accrual adjustments partly offset these results. In September, results underran by \$4.1 million (1.2 percent), mainly due to increased overhead credits, vacancies, Workers' Compensation underruns and incremental fringe benefit transfers to reimbursable. These results were offset in part by higher than forecasted health & welfare charges (mostly timing), unfavorable accrual adjustments and reimbursable departmental payroll underruns.

Non-labor expenses were below the forecast year-to-date by \$26.6 million (2.3 percent), mainly due to power and bus fuel underruns. Lower than forecasted expenses (in part timing-related) for facility maintenance, station painting, outside repair services (including the re-use of subway car components from reefed cars), refuse & recycling and water/sewage charges also affected the underrun. Additionally, delayed maintenance material purchases, reduced vehicle and uniform purchases, increased scrap and surplus sales revenues, and the favorable timing of expenses (office supplies, data processing materials, fare media purchases) further impacted the underrun. These underruns were partly offset by the timing of HVAC compressor unit purchases, paratransit overruns,

unfavorable non-cash inventory adjustments and the timing of police overtime expenses (to be reversed in October).

In September, results were under the forecast by \$5.4 million (4.3 percent), largely due to delayed maintenance material purchases, and the favorable timing of vehicle purchases and other expenses (janitorial supplies, bond service costs, professional & technical services). These results were partly offset by higher than forecasted paratransit expenses, due to an increase in completed trips, the incremental use of higher cost primary carriers, increased call volumes and the unfavorable timing of system upgrades. Other partial offsets included the unfavorable timing of data processing expenses, facility electric charges and police overtime (to be reversed in October).

Depreciation expenses were lower than the forecast by \$6.6 million (0.7 percent) year-to-date and by \$2.6 million (2.5 percent) in September. 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 \$1,683.7 million, under the forecast by \$142.6 million (7.8 percent, mainly due to lower than forecasted expenditures and higher capital and other reimbursements, 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 \$364.5 million at the end of September, \$19.4 million (5.6 percent) over the December 2008 balance. Billed receivables increased by \$19.2 million (11.7 percent) and unbilled receivables were over by \$0.2 million (0.1 percent).

Inventory (see Inventory Note following)

Inventory at the end of September was \$223.6 million, \$22.0 million (10.9 percent) over the December 2008 balance, in part due to the timing of track receipts.

Incumbents

There were 47,846 full-time paid incumbents at the end of September, 178 fewer than at the end of August and 794 less than in December 2008 (excluding 120 temporary actives).

RIDERSHIP RESULTS

Total Ridership vs. Forecast

- September 2009 total ridership (subway, bus, and paratransit combined) of 194.9 million was 2.4 percent (4.5 million trips) above the forecast, due to higher-than-forecasted subway ridership resulting at least in part from lower-than-anticipated job losses.
- September 2009 subway ridership was 3.3 percent (4.2 million trips) above the forecast. Bus ridership was 0.4 percent (222,000 trips) above the forecast and paratransit ridership was 3.2 percent (23,000 trips) above the forecast.
- September year-to-date total ridership was 0.5 percent (9.3 million trips) above the forecast. Subway ridership was 0.9 percent (10.4 million trips) above the forecast, bus ridership was 0.2 percent (1.1 million trips) below the forecast, and paratransit ridership was nearly equal to the forecast.

Average Weekday Ridership vs. Prior Year

- Average weekday total ridership was 7.6 million in September 2009, a decrease of 5.3 percent (421,000 trips) from September 2008, due in part to the weaker economy, the June 2009 fare increase, and calendar differences (a combination of a later Labor Day and a delayed opening of New York City public schools in September 2009). Average weekday ridership for the twelve months ending September 2009 decreased 2.1 percent from the twelve months ending September 2008.
- Average weekday subway ridership was 5.2 million in September 2009, a decrease of 4.7 percent (258,000 trips) from September 2008. Comparing only school days in both years, average weekday ridership decreased 2.2 percent from September 2008 to September 2009. Average weekday ridership for the twelve months ending September 2009 decreased 2.2 percent from the twelve months ending September 2008.
- Average weekday local bus ridership was 2.3 million in September 2009, a decrease of 6.5 percent (163,000 trips) from September 2008. Comparing only school days in both years, average weekday ridership decreased 2.9 percent from September 2008 to September 2009. Average weekday ridership for the twelve months ending September 2009 decreased 2.2 percent from the twelve months ending September 2008.
- Average weekday express bus ridership was 44,000 in September 2009, a decrease of 9.1 percent (4,000 trips) from September 2008. While job losses have been the primary factor in year-over-year express bus ridership decreases for most of 2009, the decrease from September 2008 to September 2009 was much larger due to the fare increase. Average weekday ridership for the twelve months ending September 2009 decreased 2.2 percent from the twelve months ending September 2008.
- Average weekday paratransit ridership was 29,000 in September 2009, an increase of 16.0 percent (4,000 boardings) from September 2008. Average weekday ridership for the twelve months ending September 2009 increased 20.2 percent from the twelve months ending September 2008.

Average Weekend Ridership vs. Prior Year

- Average weekend total ridership (Saturday and Sunday combined) was 7.9 million in September 2009, a decrease of 0.9 percent (70,000 trips) from September 2008. Average weekend ridership for the twelve months ending September 2009 decreased 1.0 percent from the twelve months ending September 2008.
- Average weekend subway ridership was 5.3 million in September 2009, a decrease of 0.7 percent (40,000 trips) from September 2008. Average weekend ridership for the twelve months ending September 2009 decreased 1.1 percent from the twelve months ending September 2008.
- Average weekend local bus ridership was 2.5 million in September 2009, a decrease of 1.4 percent (37,000 trips) from September 2008. Average weekend ridership for the twelve months ending September 2009 decreased 1.0 percent from the twelve months ending September 2008.
- Average weekend express bus ridership was 12,000 in September 2009, an increase of 15.2 percent (2,000 trips) from September 2008, due to operation of special event routes X80 and X81 in September 2009; excluding the X80 and X81, ridership decreased 2.4 percent. Average weekend ridership for the twelve months ending September 2009 increased 2.5 percent from the twelve months ending September 2008.
- Average weekend paratransit ridership was 30,000 in September 2009, an increase of 21.6 percent (5,000 boardings) from September 2008. Average weekend ridership for the twelve months ending September 2009 increased 22.5 percent from the twelve months ending September 2008.

Weekday and Weekend Ridership						
September	Average Weekday (thousands)			Average Weekend (thousands)		
	2008	2009*	Change	2008	2009*	Change
Subway	5,444	5,186	-4.7%	5,388	5,348	-0.7%
Local Bus	2,495	2,332	-6.5%	2,582	2,546	-1.4%
Express Bus	49	44	-9.1%	10	12	+15.2%
Paratransit	25	29	+16.0%	25	30	+21.6%
TOTAL	8,012	7,591	-5.3%	8,006	7,936	-0.9%
12-Month Rolling Average						
Subway	5,216	5,102	-2.2%	5,295	5,234	-1.1%
Local Bus	2,335	2,284	-2.2%	2,556	2,531	-1.0%
Express Bus	46	45	-2.2%	10	10	+2.5%
Paratransit	22	26	+20.2%	23	28	+22.5%
TOTAL	7,618	7,456	-2.1%	7,883	7,803	-1.0%

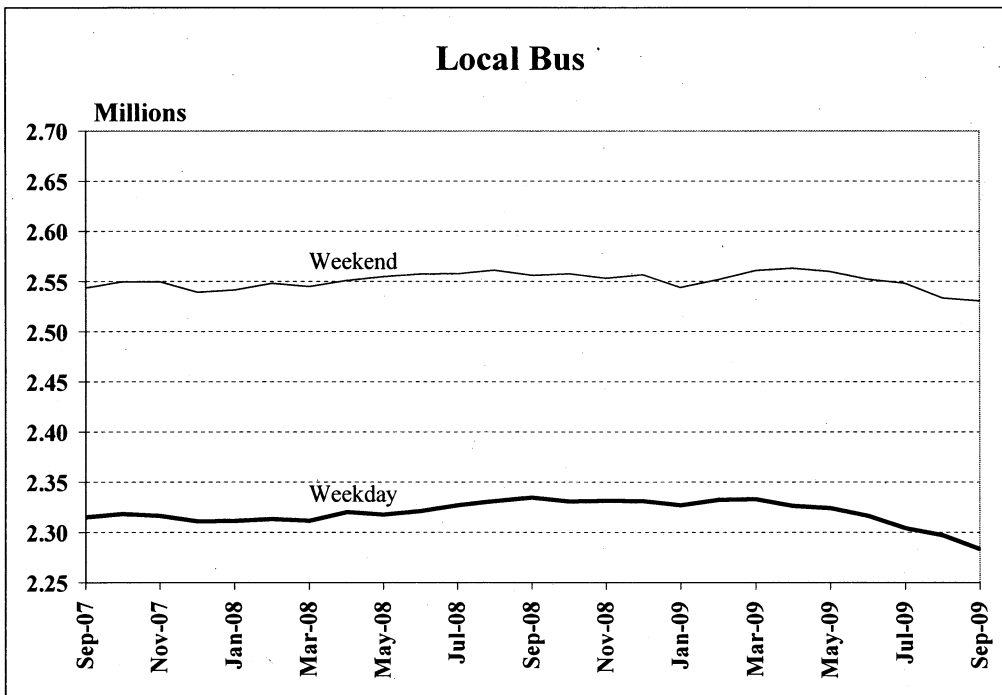
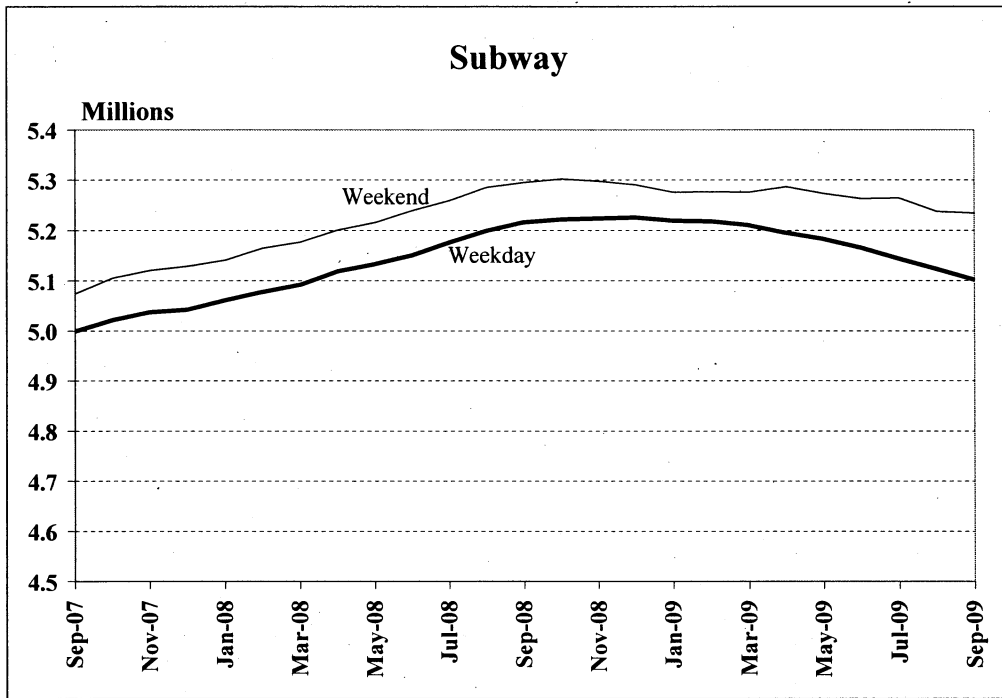
Notes: Totals may not add due to rounding.

Percentages are based on unrounded figures.

* Preliminary

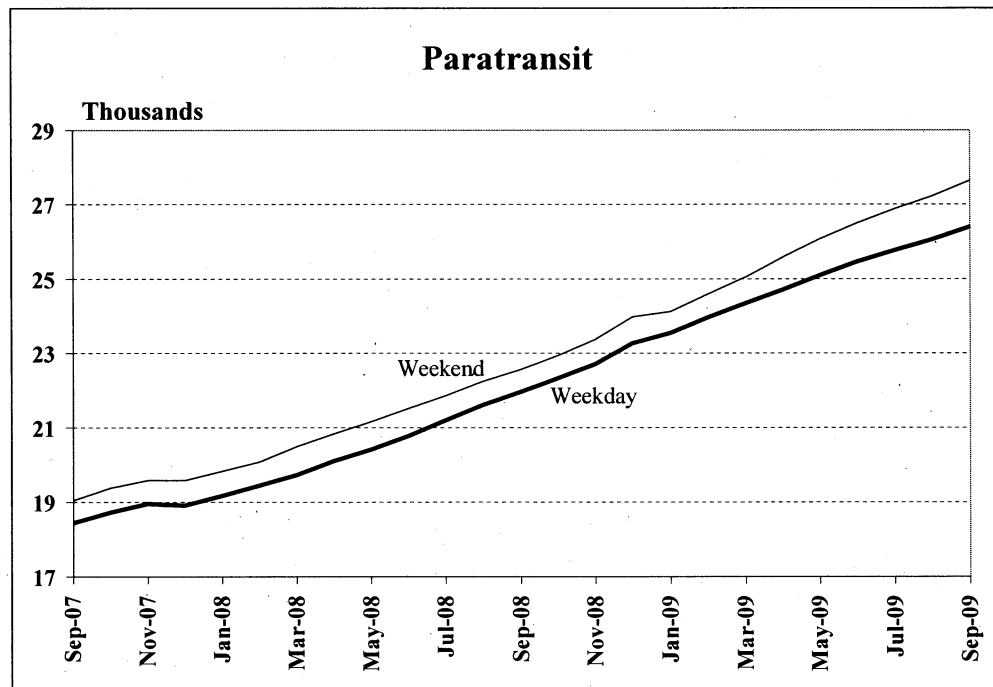
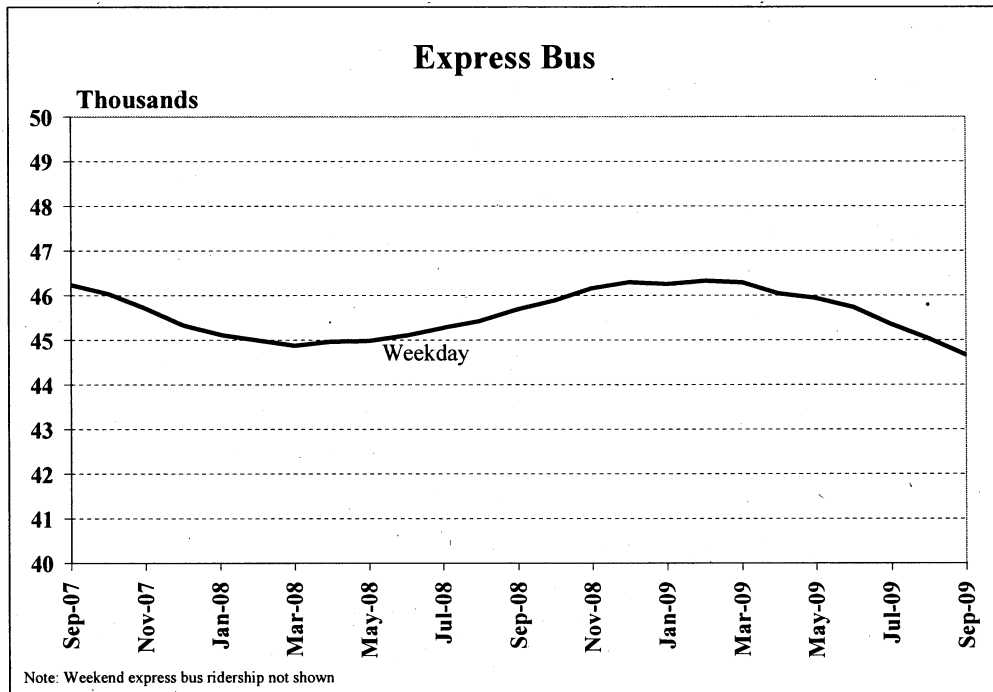
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on Other Carriers

From September 2008 to September 2009, all carriers had weekday ridership decreases except NYCT Paratransit. The largest weekday decreases were on MTA Express Bus (down 12.6 percent) and Staten Island Railway (down 11.7 percent). MTA Bridges and Tunnels traffic increased 0.3 percent on weekdays.

Ridership on Transit Carriers in the New York Area (thousands)				
Transit Agency	Sep-08	Sep-09	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,444	5,186	-4.7%	-2.2%
NYCT Local Bus	2,495	2,332	-6.5%	-2.2%
NYCT Express Bus	49	44	-9.1%	-2.2%
NYCT Paratransit	25	29	+16.0%	+20.2%
Staten Island Railway	18	16	-11.7%	-6.9%
MTA Local Bus	403	373	-7.4%	+0.7%
MTA Express Bus	41	36	-12.6%	-6.2%
Long Island Rail Road	308	290	-5.8%	-4.7%
Long Island Bus	118	110	-6.7%	-5.0%
Metro-North Railroad	284	269	-5.3%	-2.9%
PATH	260	247	-5.2%	-2.7%
<u>Average Saturday</u>				
NYCT Subway	2,960	2,991	+1.1%	-1.3%
NYCT Local Bus	1,420	1,444	+1.7%	-1.1%
NYCT Express Bus	7	8	+17.8%	+1.9%
NYCT Paratransit	11	14	+28.6%	+23.0%
Staten Island Railway	4	4	+7.9%	+1.8%
MTA Local Bus	204	207	+1.1%	+2.1%
MTA Express Bus	9	9	-1.3%	-3.2%
Long Island Rail Road	103	104	+0.9%	-5.3%
Long Island Bus	56	57	+1.0%	-4.8%
Metro-North Railroad	111	110	-0.6%	-1.8%
PATH	110	114	+4.2%	-0.3%
<u>Average Sunday</u>				
NYCT Subway	2,429	2,357	-3.0%	-1.0%
NYCT Local Bus	1,162	1,102	-5.2%	-0.9%
NYCT Express Bus	4	4	+10.6%	+3.5%
NYCT Paratransit	14	16	+15.8%	+22.0%
Staten Island Railway	3	3	+3.2%	+2.7%
MTA Local Bus	160	153	-4.4%	+3.1%
MTA Express Bus	5	5	-10.8%	-2.2%
Long Island Rail Road	86	86	+0.2%	-4.8%
Long Island Bus	36	33	-6.8%	-6.5%
Metro-North Railroad	86	85	-1.1%	-1.9%
PATH	88	90	+2.2%	-0.7%

MTA Bridges and Tunnels (thousands)				
Average Weekday	836	838	+0.3%	-2.3%
Average Saturday	737	789	+7.1%	-1.7%
Average Sunday	778	759	-2.5%	-1.6%

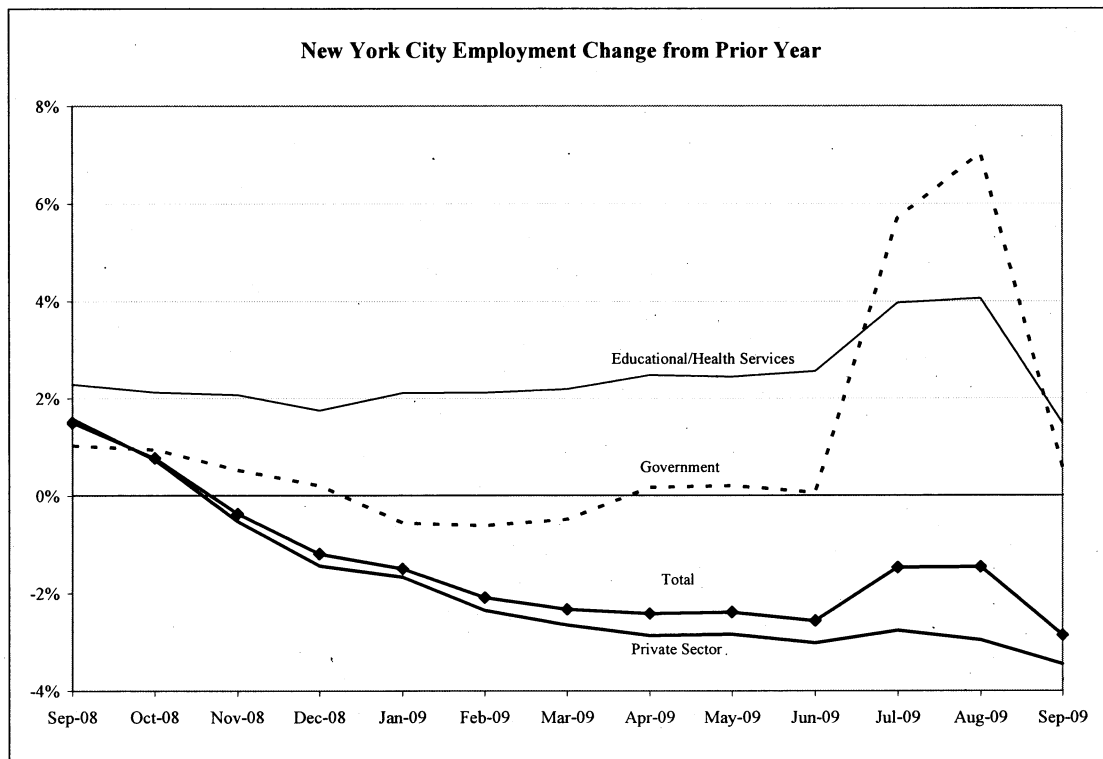
Note: Percentages are based on unrounded data.

* Preliminary

Economy

From September 2008 to September 2009, New York City employment decreased 2.9 percent (108,600 jobs). Private sector employment decreased 3.5 percent (111,700 jobs) and government employment increased 0.6 percent (3,100 jobs). The sub-sectors with the largest absolute decreases were financial activities (down 32,000 jobs or 6.9 percent) and trade/transportation/utilities (down 31,700 jobs or 5.5 percent). The sub-sector with the largest percentage decrease was manufacturing (down 13.0 percent or 12,500 jobs). The only private sub-sectors with employment increases were educational/health services (up 10,600 jobs or 1.5 percent) and other services (up 2,300 jobs or 1.4 percent).

The chart below illustrates the effect of summer youth jobs funded by federal stimulus money. These temporary jobs caused large year-over-year increases in government employment in July and August. In addition, they likely increased the growth rate for educational/health services, which kept the annual rate of decline in overall private sector employment for July and August similar to prior months. With the government and educational/health services employment changes at more normal levels in September, both total and private sector employment had their largest year-over-year decreases since the recession began.



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

	Month of September			Explanation
	Forecast	Actual	Variance Amount Percent	
Subway	128.613	132.849	4.236	3.3%
Bus	61.055	61.277	0.222	0.4%
Paratransit	0.714	0.737	0.023	3.2%
Total	190.382	194.863	4.481	2.4%
Year to Date				
Subway	1,164.593	1,174.973	10.380	0.9%
Bus	544.944	543.814	(1.130)	(0.2%)
Paratransit	6.284	6.286	0.002	0.0%
Total	1,715.820	1,725.072	9.252	0.5%

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 September			Explanation
	Variance			
	2008	2009	Amount Percent	
<u>Average Weekday</u>				
Subway	5.444	5.186	(0.258)	(4.7%) Weaker economy, fare increase, late Labor Day in September 2009
Local Bus	2.495	2.332	(0.163)	(6.5%) Weaker economy, fare increase, late Labor Day in September 2009
Express Bus	0.049	0.044	(0.004)	(9.1%) Weaker economy, fare increase
Paratransit	0.025	0.029	0.004	16.0% Normal growth
Total	8.012	7.591	(0.421)	(5.3%)
<u>Average Weekend</u>				
Subway	5.388	5.348	(0.040)	(0.7%)
Local Bus	2.582	2.546	(0.037)	(1.4%)
Express Bus	0.010	0.012	0.002	15.2%
Paratransit	0.025	0.030	0.005	21.6%
Total	8.006	7.936	(0.070)	(0.9%)
				Special event routes X80 and X81 operated in September 2009
				Normal growth
<u>Average Weekday</u>				
Subway	5.216	5.102	(0.114)	(2.2%)
Local Bus	2.335	2.284	(0.051)	(2.2%)
Express Bus	0.046	0.045	(0.001)	(2.2%)
Paratransit	0.022	0.026	0.004	20.2%
Total	7.618	7.456	(0.162)	(2.1%)
				Normal growth
<u>Average Weekend</u>				
Subway	5.295	5.234	(0.060)	(1.1%)
Local Bus	2.556	2.531	(0.025)	(1.0%)
Express Bus	0.010	0.010	0.000	2.5%
Paratransit	0.023	0.028	0.005	22.5%
Total	7.883	7.803	(0.081)	(1.0%)
				Normal growth

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

MTA New York City Transit

September 2009

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

	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Variance Fav./(Unfav)</u>	<u>Explanation</u>
Administration:				
Office of the President	5	5	0	
Workforce Development	185	188	(3)	
Law	288	293	(5)	
Office of the EVP	31	31	0	
Office of Management and Budget	36	35	1	
Capital Planning & Budget	35	34	1	
Corporate Communications	262	274	(12)	
AFC Program Management & Sales	60	60	0	
Technology & Information Services	544	546	(2)	
Non-Departmental	0	5	(5)	
Administration	432	422	10	
Materiel	257	266	(9)	
Controller	218	211	7	
Total Administration	2,353	2,370	(17)	
Operations				
Subways IRT West	2,049	1,821	228 *	
Subways IRT East	1,435	1,456	(21) *	
Subways BMT	1,661	1,435	226 *	
Subways IND/BMT	2,053	1,906	147 *	
Subways IND	2,006	1,845	161 *	
Subways Senior VP - Chief of Staff	517	1,347	(830) *	
Subways RTO	1,407	1,189	218 *	
Subways Stations	0	80	(80) *	
Sub-total Subways	11,128	11,079	49	
Buses	10,749	10,674	75	
Paratransit	152	140	12	
Operations Planning	443	428	15	
Revenue Control	443	447	(4)	
Total Operations	22,915	22,768	147	
Maintenance				
Subways IRT West	2,088	1,792	296 *	
Subways IRT East	1,353	1,376	(23) *	
Subways BMT	1,470	1,253	217 *	
Subways IND/BMT	2,113	1,933	180 *	
Subways IND	2,081	1,692	389 *	
Subways Senior VP - Chief of Staff	301	419	(118) *	
Subways Engineering	344	339	5	
Subways Car Equipment	2,113	2,119	(6)	
Subways Infrastructure	1,140	1,403	(263) *	
Subways Stations	56	161	(105) *	
Subways Track	1,039	1,466	(427) *	
Subways Electrical	1,100	1,100	0	
Subways Electronic Maintenance	1,408	1,385	23	
Sub-total Subways	16,606	16,438	168	
Buses	3,941	3,839	102	
Revenue Control	137	137	0	
Supply Logistics	558	563	(5)	
System Safety	93	91	2	
Total Maintenance	21,335	21,068	267	
Engineering/Capital				
Capital Program Management	1,438	1,398	40	
Total Engineering/Capital	1,438	1,398	40	
Public Safety				
Security	499	489	10	
Total Public Safety	499	489	10	
Total Positions	48,540	48,093	447	
Non-Reimbursable	42,959	42,916	43	
Reimbursable	5,581	5,177	404	
Total Full-Time	48,344	47,846	498	
Total Full-Time Equivalents	196	247	(51)	

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

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

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Variance Fav./(Unfav)
Administration:			
Managers/Supervisors	835	815	20
Professional, Technical, Clerical	1,475	1,521	(46)
Operational Hourlies	43	34	9
Total Administration	2,353	2,370	(17)
Operations			
Managers/Supervisors	2,459	2,398	61
Professional, Technical, Clerical	382	386	(4)
Operational Hourlies	20,074	19,984	90
Total Operations	22,915	22,768	147
Maintenance			
Managers/Supervisors	3,864	3,840	24
Professional, Technical, Clerical	1,201	1,172	29
Operational Hourlies	16,270	16,056	214
Total Maintenance	21,335	21,068	267
Engineering/Capital			
Managers/Supervisors	324	307	17
Professional, Technical, Clerical	1,112	1,089	23
Operational Hourlies	2	2	0
Total Engineering/Capital	1,438	1,398	40
Public Safety			
Managers/Supervisors	91	91	0
Professional, Technical, Clerical	34	26	8
Operational Hourlies	374	372	2
Total Public Safety	499	489	10
Total Positions			
Managers/Supervisors	7,573	7,451	122
Professional, Technical, Clerical	4,204	4,194	10
Operational Hourlies	36,763	36,448	315
Total Positions	48,540	48,093	447

Table 1

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST
ACCURAL STATEMENT of OPERATIONS by CATEGORY
September 2009
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue:	\$192.2	\$197.0	\$4.8	2.5	\$0.0	\$0.0	\$0.0	-	\$192.2	\$197.0	\$4.8	2.5
Subway	73.1	72.2	(0.8)	(1.2)	0.0	0.0	0.0	-	73.1	72.2	(0.8)	(1.2)
Bus	1.3	1.3	0.0	0.0	0.0	0.0	0.0	-	1.3	1.3	0.0	0.0
Paratransit	4.0	5.0	1.0	25.0	0.0	0.0	0.0	-	4.0	5.0	1.0	25.0
Fare Media Liability	270.5	275.5	5.0	1.8	0.0	0.0	0.0	-	270.5	275.5	5.0	1.8
Total Farebox Revenue	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-
Vehicle Toll Revenue	5.6	5.6	0.0	0.0	0.0	0.0	0.0	-	5.6	5.6	0.0	0.0
Other Operating Revenue:	6.6	6.6	(0.9)	(14.1)	0.0	0.0	0.0	-	6.6	6.6	(0.9)	(14.1)
Fare Reimbursement	7.9	8.7	0.8	9.7	0.0	0.0	0.0	-	7.9	8.7	0.8	9.7
Paratransit Reimbursement	20.1	19.9	(0.2)	(0.8)	0.0	0.0	0.0	-	20.1	19.9	(0.2)	(0.8)
Other	0.0	0.0	0.0	-	72.2	78.8	6.7	9.2	72.2	78.8	6.7	9.2
Total Other Operating Revenue	290.6	295.5	4.8	1.7	72.2	78.8	6.7	9.2	290.6	295.5	4.8	1.7
Capital and Other Reimbursements												
Total Revenue	\$290.6	\$295.5	\$4.8	1.7	\$72.2	\$78.8	\$6.7	9.2	\$362.8	\$374.3	\$11.5	3.2
Expenses												
Labor:												
Payroll	229.4	228.9	0.5	0.2	32.4	32.4	(0.0)	(0.1)	261.8	261.4	0.4	0.2
Overtime	21.0	20.3	0.7	3.4	4.5	7.3	(2.8)	(62.7)	25.5	27.6	(2.1)	(8.3)
Total Salaries & Wages	250.4	249.2	1.2	0.5	36.9	39.8	(2.9)	(7.7)	287.3	289.0	(1.7)	(0.6)
Health and Welfare	41.0	41.8	(0.8)	(2.0)	2.0	1.9	0.0	1.0	43.0	43.8	(0.8)	(1.9)
OPEB Current Payment	21.6	25.7	(4.1)	(18.8)	0.0	0.0	0.0	-	21.6	25.7	(4.1)	(18.8)
Pensions	16.3	15.7	0.6	3.8	0.1	0.1	(0.0)	(30.2)	16.4	15.8	0.6	3.7
Other Fringe Benefits	21.3	17.6	3.7	17.2	8.3	9.3	(0.9)	(10.8)	29.6	26.8	2.8	9.3
Total Fringe Benefits	100.2	100.8	(0.6)	(0.6)	10.4	11.3	(0.9)	(8.7)	110.5	112.0	(1.5)	(1.4)
Reimbursable Overhead	(15.8)	(19.3)	3.6	22.5	15.8	19.3	(3.6)	(22.5)	0.0	0.0	0.0	-
Total Labor Expenses	\$334.7	\$330.6	\$4.1	1.2	\$63.1	\$70.4	(\$7.3)	(11.6)	\$397.8	\$401.0	(\$3.2)	(0.8)
Non-Labor:												
Traction and Propulsion Power	16.2	15.9	0.3	2.1	0.0	0.0	(0.0)	-	16.2	15.9	0.3	2.0
Fuel for Buses and Trains	12.0	10.8	1.1	9.6	0.0	0.0	(0.0)	-	12.0	10.8	1.1	9.6
Insurance	4.7	4.1	0.6	13.3	0.0	0.0	0.0	-	4.7	4.1	0.6	13.3
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	29.6	32.1	(2.5)	(8.6)	0.0	0.0	0.0	-	29.6	32.1	(2.5)	(8.6)
Mice and Other Operating Contracts	18.9	16.4	2.5	13.0	2.4	0.9	1.5	62.4	21.2	17.3	3.9	18.6
Professional Service Contracts	9.6	8.4	1.2	12.8	1.4	1.1	0.3	23.2	11.0	9.5	1.6	14.1
Materials & Supplies	26.5	23.3	3.1	11.9	5.1	6.4	(1.3)	(24.7)	31.6	29.7	1.9	5.9
Other Business Expenses	4.1	5.1	(1.0)	(23.3)	0.1	0.0	0.1	84.8	4.2	5.1	(0.8)	(19.8)
Total Non-Labor Expenses	\$127.8	\$122.4	\$5.4	4.3	\$9.1	\$8.4	\$0.7	7.2	\$136.9	\$130.8	\$6.1	4.5
Other Expense Adjustments:												
Other	0.0	0.0	0.0	-	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	-	\$0.0	\$0.0	\$0.0	-
Total Expenses before Depreciation and OPEB	\$462.6	\$453.0	\$9.8	2.1	\$72.2	\$78.8	(\$6.7)	(9.2)	\$534.7	\$531.8	\$2.9	0.5
Depreciation	106.5	103.9	2.6	2.5	0.0	0.0	0.0	-	106.5	103.9	2.6	2.5
OPEB Account	262.9	267.2	(4.3)	(1.6)	0.0	0.0	0.0	-	262.9	267.2	(4.3)	(1.6)
Environmental Remediation	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-
Total Expenses	\$832.0	\$824.1	\$7.9	0.9	\$72.2	\$78.8	(\$6.7)	(9.2)	\$904.2	\$903.0	\$1.2	0.1
Net Surplus/(Deficit)	(\$541.4)	(\$528.7)	\$12.7	2.3	\$0.0	\$0.0	\$0.0	-	(\$541.4)	(\$528.7)	\$12.7	2.3

NOTE: Totals may not add due to rounding.

Table 2

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

	Nonreimbursable				Reimbursable				Total			
	Forecast		Favorable (Unfavorable)		Forecast		Favorable (Unfavorable)		Forecast		Favorable (Unfavorable)	
			Actual	Variance			Actual	Variance			Actual	Variance
Revenue												
Farebox Revenue:	\$1,628.2	\$1,645.0	\$169	1.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,628.2	\$1,645.0	\$169	1.0
Subway	612.0	609.3	(2.7)	(0.4)	0.0	0.0	0.0	0.0	612.0	609.3	(2.7)	(0.4)
Bus	10.5	10.4	(0.1)	(0.9)	0.0	0.0	0.0	0.0	10.5	10.4	(0.1)	(0.9)
Paratransit	36.0	43.0	7.0	19.4	0.0	0.0	0.0	0.0	36.0	43.0	7.0	19.4
Fare Media Liability	2,286.7	2,307.7	21.1	0.9	0.0	0.0	0.0	0.0	2,286.7	2,307.7	21.1	0.9
Total Farebox Revenue	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-
Vehicle Toll Revenue	61.4	61.4	0.0	0.0	0.0	0.0	0.0	0.0	61.4	61.4	0.0	0.0
Other Operating Revenue:	56.1	53.3	(2.8)	(5.0)	0.0	0.0	0.0	0.0	56.1	53.3	(2.8)	(5.0)
Fare Reimbursement	80.9	84.2	3.3	4.0	0.0	0.0	0.0	0.0	80.9	84.2	3.3	4.0
Paratransit Reimbursement	198.4	198.9	0.5	0.2	0.0	0.0	0.0	0.0	198.4	198.9	0.5	0.2
Other	0.0	0.0	0.0	-	691.9	706.7	14.9	2.1	691.9	706.7	14.9	2.1
Total Other Operating Revenue	0.0	0.0	0.0	-	\$691.9	\$706.7	\$14.9	\$2.1	\$691.9	\$706.7	\$14.9	\$2.1
Capital and Other Reimbursements	\$2,485.1	\$2,506.6	\$21.5	0.9					\$2,485.1	\$2,506.6	\$21.5	0.9
Total Revenue												
Expenses												
Labor:												
Payroll	2,086.0	2,095.7	(9.7)	(0.5)	295.9	292.3	3.6	1.2	2,381.9	2,388.0	(6.1)	(0.3)
Overtime	183.9	181.8	2.1	1.2	53.0	59.4	(6.3)	(12.0)	236.9	241.2	(4.2)	(1.8)
Total Salaries & Wages	2,269.9	2,277.4	(7.6)	(0.3)	348.9	351.7	(2.8)	(0.8)	2,618.8	2,629.1	(10.3)	(0.4)
Health and Welfare	356.8	355.8	1.0	0.3	16.1	15.6	0.5	3.0	372.9	371.4	1.5	0.4
OPEB Current Payment	193.2	186.8	6.3	3.3	0.0	0.0	0.0	-	193.2	186.8	6.3	3.3
Pensions	693.7	692.2	1.5	0.2	18.2	18.3	(0.1)	(0.7)	711.9	710.5	1.4	0.2
Other Fringe Benefits	178.3	167.0	11.2	6.3	78.0	79.0	(1.0)	(1.3)	256.3	246.1	10.2	4.0
Total Fringe Benefits	1,422.0	1,401.8	20.1	1.4	112.4	113.0	(0.6)	(0.6)	1,534.3	1,514.8	19.5	1.3
Reimbursable Overhead	(154.2)	(160.6)	6.4	4.1	154.2	160.6	(6.4)	(4.1)	0.0	0.0	0.0	0.0
Total Labor Expenses	\$3,537.6	\$3,518.6	\$19.0	0.5	\$615.5	\$625.3	(\$9.8)	(1.6)	\$4,153.1	\$4,144.0	\$9.2	0.2
Non-Labor:												
Traction and Propulsion Power	148.7	138.5	10.1	6.8	0.0	0.0	(0.0)	(74.1)	148.7	138.6	10.1	6.8
Fuel for Buses and Trains	95.6	90.9	4.7	4.9	0.0	0.0	(0.0)	(76.9)	95.6	91.0	4.6	4.9
Insurance	40.8	41.5	(0.6)	(1.5)	0.0	0.0	(0.0)	-	40.8	41.5	(0.6)	(1.5)
Claims	58.0	57.4	0.7	1.2	0.5	2.3	(1.8)	(327.3)	58.6	59.7	(1.1)	(1.9)
Paratransit Service Contracts	269.7	271.9	(2.3)	(0.8)	0.0	0.0	0.0	-	269.7	271.9	(2.3)	(0.8)
Mice. and Other Operating Contracts	177.8	166.3	11.4	6.4	22.9	23.8	(0.9)	(3.9)	200.7	190.2	10.5	5.2
Professional Service Contracts	70.9	71.4	(0.5)	(0.7)	11.1	11.4	(0.3)	(2.7)	82.0	82.8	(0.8)	(1.0)
Materials & Supplies	242.8	232.6	10.2	4.2	41.3	43.5	(2.3)	(5.5)	284.1	276.2	7.9	2.8
Other Business Expenses	33.3	40.4	(7.1)	(21.3)	0.5	0.2	0.2	45.6	33.8	40.7	(6.9)	(20.4)
Total Non-Labor Expenses	\$1,137.6	\$1,111.0	\$26.6	2.3	\$76.3	\$81.4	(\$5.1)	(6.6)	\$1,213.9	\$1,192.4	\$21.5	1.8
Other Expense Adjustments:												
Other	0.0	0.0	0.0	-	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	-	\$0.0	\$0.0	\$0.0	-
Total Expenses												
before Depreciation and OPEB	\$4,675.2	\$4,629.7	\$45.5	1.0	\$691.9	\$706.7	(\$14.9)	(2.1)	\$5,367.1	\$5,336.4	\$30.7	0.6
Depreciation	922.4	915.8	6.6	0.7	0.0	0.0	0.0	-	922.4	915.8	6.6	0.7
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)	-
Total Expenses	\$6,390.1	\$6,354.3	\$35.8	0.6	\$691.9	\$706.7	(\$14.9)	(2.1)	\$7,081.9	\$7,061.0	\$21.0	0.3
Net Surplus/(Deficit)	(\$3,905.0)	(\$3,847.7)	\$57.3	1.5	\$0.0	\$0.0	\$0.0	-	(\$3,905.0)	(\$3,847.7)	\$57.3	1.5

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
 September 2009
 (\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH		YEAR TO DATE	
		Favorable (Unfavorable) Variance		Favorable (Unfavorable) Variance	
		\$	%	\$	%
Overtime	NR	0.7	3.4		
Health and Welfare (Includes Current OPEB Payment)	NR	(4.9)	(7.8)		
Pensions	NR	0.6	3.8		
Other Fringe Benefits	NR	3.7	17.2	11.2	6.3
					Mainly due to reduced Workers' Compensation benefit expenses, classification adjustments (offset in Other Business Expenses) and increased overhead transfers to reimbursable (due to reimbursable salary & wage overruns) and a classification adjustment (offset in Other Business Expenses)
Reimbursable Overhead	NR	3.6	22.5	6.4	4.1
					Mainly due to an un-forecasted rate increase and reimbursable salary & wage overruns
Traction and Propulsion Power	NR			10.1	6.8
					Mainly due to reduced prices, a retroactive adjustment and reduced consumption due to milder weather
Fuel for Buses and Trains	NR	1.1	9.6	4.7	4.9
					Mainly due to the favorable timing of CNG tax credits and lower than forecasted prices (forecast \$2.51 per gallon; actual \$2.35 per gallon), partly offset by the unfavorable timing of expenses
Insurance	NR	0.6	13.3		
					Mainly due to the favorable timing of paratransit fleet insurance charges
Paratransit Service Contracts	NR	(2.5)	(8.6)		
					Mainly due to an increase in completed trips, the incremental use of higher cost primary carriers, increased call volumes and the unfavorable timing of system upgrades
Mtce. and Other Operating Contracts	NR	2.5	13.0	11.4	6.4
					Mainly due to the favorable timing of janitorial supplies and underruns in facility and operating maintenance contracts, offset in part by the unfavorable timing of facility electric and police overtime charges
Professional Service Contracts	NR	1.2	12.8		
					Mainly due to the favorable timing of bond service costs and professional & technical services, partly offset by the unfavorable timing of data processing maintenance and repair services
					Mainly due to lower than forecasted expenses (in part timing related) for facility maintenance, station painting, outside repair services (the re-use of subway car components from reefed cars), refuse & recycling and water/sewage, partly offset by the unfavorable timing of police overtime expenses

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

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH		YEAR TO DATE	
		Favorable (Unfavorable) Variance		Favorable (Unfavorable) Variance	
		\$	%	\$	%
		Reason for Variance		Reason for Variance	
Materials & Supplies	NR	3.1	11.9	10.2	4.2
		Mainly due to delayed maintenance material purchases (brakes, exhaust systems) and reduced vehicle purchases		Mainly due to delayed maintenance material purchases (brakes, exhaust systems), reduced vehicle and uniform purchases, higher than forecasted scrap and surplus sales revenues, and the favorable timing of expenses (office supplies, data processing materials, fare media purchases). These underruns were partly offset by non-cash inventory adjustments and the timing of HVAC compressor unit purchases	
Other Business Expenses	NR	(1.0)	(23.3)	(7.1)	(21.3)
		Mainly due to classification adjustments, offset in Other Fringe Benefits		Mainly due to classification adjustments, offset in Other Fringe Benefits	
Depreciation	NR	2.6	2.5		
		Due to the timing of assets reaching beneficial use			
Capital and Other Reimbursements	R	6.7	9.2		
		Mainly due to the timing of capital projects and support requirements			
Overtime	R	(2.8)	(62.7)	(6.3)	(12.0)
		Mainly due to additional departmental requirements		Mainly due to additional departmental requirements, including Bus Operator shuttle support, cable replacements and Capital Track Program projects (panels and switches)	
Health and Welfare	R			0.5	3.0
Other Fringe Benefits	R	(0.9)	(10.8)		
		Mainly due to increased overhead transfers to reimbursable caused by reimbursable salary & wage overruns		In part due to the timing of expenses	
Claims	R			(1.8)	(327.3)
Mtce. and Other Operating Contracts	R	1.5	62.4	(0.9)	(3.9)
Professional Service Contracts	R	0.3	23.2		
		Mainly due to the timing of expenses		Timing of inter-agency billings	
		Mainly due to the timing of professional and technical services and data processing charges		Mainly due to the timing of expenses	
Materials & Supplies	R	(1.3)	(24.7)	(2.3)	(5.5)
		Mainly due to un-forecasted Joralemon/Willow Place Substation and CRF charges		Mainly due to the timing of inter-agency and un-forecasted CRF charges	

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

	Month			Year-to-Date		
	Favorable			Favorable		
	Forecast	Actual	(Unfavorable) Variance Percent	Forecast	Actual	(Unfavorable) Variance Percent
Receipts						
Farebox Revenue	\$269.8	\$279.2	\$9.4 3.5	\$2,297.3	\$2,316.0	\$18.7 0.8
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	0.8	(0.5) (37.7)	71.2	69.2	(2.0) (2.8)
Other	3.3	3.2	(0.1) (2.7)	85.0	84.8	(0.2) (0.2)
Total Other Operating Revenue	4.6	4.0	(0.6) (12.5)	205.9	204.1	(1.8) (0.9)
Capital and Other Reimbursements	72.2	86.4	14.2 19.7	673.7	694.5	20.8 3.1
Total Receipts	\$346.6	\$369.6	\$23.0 6.6	\$3,177.0	\$3,214.6	\$37.6 1.2
Expenditures						
Labor:						
Payroll	259.3	248.8	10.5 4.0	2,330.0	2,290.2	39.8 1.7
Overtime	25.4	28.1	(2.7) (10.6)	234.1	233.3	0.8 0.3
Total Salaries & Wages	284.7	276.9	7.8 2.7	2,564.1	2,523.5	40.6 1.6
Health and Welfare	43.0	34.2	8.7 20.3	348.6	347.1	1.5 0.4
OPEB Current Payment	21.6	25.7	(4.1) (18.8)	193.2	186.8	6.3 3.3
Pensions	16.0	17.3	(1.3) (8.3)	411.0	413.5	(2.5) (0.6)
Other Fringe Benefits	29.0	23.2	5.8 19.9	245.8	230.7	15.1 6.1
Total Fringe Benefits	109.5	100.4	9.1 8.3	1,198.5	1,178.1	20.4 1.7
GASB Account	3.2	3.0	0.2 5.3	29.3	28.6	0.7 2.3
Reimbursable Overhead	0.0	0.0	0.0 -	0.0	0.0	0.0 -
Total Labor Expenditures	\$397.3	\$380.3	\$17.0 4.3	\$3,791.9	\$3,730.2	\$61.7 1.6
Non-Labor:						
Traction and Propulsion Power	16.3	14.2	2.1 13.0	150.3	135.1	15.2 10.1
Fuel for Buses and Trains	11.9	12.6	(0.7) (6.1)	91.7	90.5	1.2 1.3
Insurance	8.4	0.0	8.4 100.0	45.8	29.0	16.8 36.7
Claims	5.7	8.0	(2.3) (39.4)	55.0	55.0	0.0 0.1
Paratransit Service Contracts	30.7	38.1	(7.4) (24.2)	269.3	270.4	(1.1) (0.4)
Misc. and Other Operating Contracts	21.2	15.6	5.6 26.5	208.8	197.6	11.2 5.4
Professional Service Contracts	9.8	7.6	2.2 22.3	76.4	80.4	(4.0) (5.3)
Materials & Supplies	30.3	26.5	3.8 12.6	280.1	277.2	2.9 1.0
Other Business Expenditures	4.2	4.3	(0.1) (1.4)	34.0	32.9	1.1 3.2
Total Non-Labor Expenditures	\$138.5	\$126.9	\$11.6 8.4	\$1,211.5	\$1,168.1	\$43.4 3.6
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	\$535.9	\$507.2	\$28.7 5.4	\$5,003.3	\$4,898.3	\$105.0 2.1
Net Surplus/(Deficit)	(\$189.3)	(\$137.6)	\$51.7 27.3	(\$1,826.3)	(\$1,683.7)	\$142.6 7.8

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
 September 2009
 (\$ in millions)

	MONTH		YEAR TO DATE	
	Favorable (Unfavorable) Variance	Reason for Variance	Favorable (Unfavorable) Variance	Reason for Variance
	\$ %		\$ %	
Operating Receipts or Disbursements				
Farebox Revenue	9.4 3.5	Mainly due to higher than forecasted subway ridership		
Total Other Operating Revenue	(0.6) (12.5)	Mainly due to lower paratransit Urban tax receipts		
Capital and Other Reimbursements	14.2 19.7	Mainly due to the favorable timing of reimbursements, capital projects and support requirements	20.8 3.1	Mainly due to the favorable timing of capital projects, support requirements and reimbursements
Total Salaries & Wages	7.8 2.7	Mainly due to the favorable timing of payments and payroll expenses, partly offset by increased overtime requirements		
Health and Welfare (Includes OPEB Current Pmt.)	4.6 7.2	Mainly due to the favorable timing of payments, partly offset by the unfavorable timing of expenses		
Pensions	(1.3) (8.3)	Mainly due to the unfavorable timing of payments, partly offset by the favorable timing of expenses		
Other Fringe Benefits	5.8 19.9	Mainly due to the favorable timing of payments and expenses	15.1 6.1	Mainly due to the favorable timing of expenses and payments
GASB Account	0.2 5.3	Mainly due to the favorable timing of payments		
Traction and Propulsion Power	2.1 13.0	Mainly due to the favorable timing of payments and expenses	15.2 10.1	Mainly due to the favorable timing of expenses and payments
Fuel for Buses and Trains	(0.7) (6.1)	Mainly due to the unfavorable timing of payments, partly offset by the favorable timing of CNG tax credits		
Insurance	8.4 100.0	Mainly due to the favorable timing of payments and expenses	16.8 36.7	Mainly due to the favorable timing of payments, partly offset by the unfavorable timing of expenses
Claims	(2.3) (39.4)	Mainly due to the unfavorable timing of payments		
Paratransit Service Contracts	(7.4) (24.2)	Mainly due to the unfavorable timing of payments and expenses		
Mtce. and Other Operating Contracts	5.6 26.5	Mainly due to the favorable timing of expenses and payments	11.2 5.4	Mainly due to the favorable timing of expenses and payments
Professional Service Contracts	2.2 22.3	Mainly due to the favorable timing of expenses and payments	(4.0) (5.3)	Mainly due to the unfavorable timing of payments and expenses
Materials & Supplies	3.8 12.6	Mainly due to the favorable timing of payments and expenses		

Table 6

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

	Month			Year-to-Date		
	Favorable			Favorable		
	Forecast	Actual	Variance	Forecast	Actual	Variance
Receipts						
Farebox Revenue	(\$0.7)	\$3.7	\$4.4	\$10.7	\$8.3	(\$2.4)
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue:						
Fare Reimbursement	(5.6)	(5.6)	0.0	(11.6)	(11.3)	0.3
Paratransit Reimbursement	(5.3)	(4.8)	0.4	15.1	15.9	0.8
Other	(4.6)	(5.5)	(0.9)	4.1	0.6	(3.4)
Total Other Operating Revenue	(15.5)	(15.9)	(0.4)	7.5	5.2	(2.3)
Capital and Other Reimbursements	0.0	7.6	7.6	(18.1)	(12.2)	5.9
Total Receipts	(\$16.2)	(\$4.7)	\$11.5	\$0.1	\$1.3	\$1.2
Expenditures						
Labor:						
Payroll	2.5	12.5	10.0	51.9	97.8	45.9
Overtime	0.1	(0.5)	(0.6)	2.8	7.8	5.0
Total Salaries & Wages	2.6	12.1	9.5	54.7	105.6	50.9
Health and Welfare	0.0	9.5	9.5	24.4	24.4	0.0
OPEB Current Payment	0.0	0.0	0.0	0.0	0.0	0.0
Pensions	0.4	(1.5)	(1.9)	301.0	297.0	(3.9)
Other Fringe Benefits	0.6	3.6	3.0	10.5	15.4	4.9
Total Fringe Benefits	1.0	11.6	10.6	335.8	336.7	0.9
GASB Account	(3.2)	(3.0)	0.2	(29.3)	(28.6)	0.7
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0	0.0
Total Labor Expenditures	\$0.5	\$20.7	\$20.2	\$361.2	\$413.8	\$52.5
Non-Labor:						
Traction and Propulsion Power	(0.1)	1.7	1.8	(1.6)	3.5	5.1
Fuel for Buses and Trains	0.1	(1.8)	(1.9)	3.9	0.5	(3.4)
Insurance	(3.7)	4.1	7.7	(5.0)	12.5	17.5
Claims	0.6	(1.6)	(2.3)	3.5	4.7	1.1
Paratransit Service Contracts	(1.1)	(6.0)	(4.9)	0.3	1.5	1.2
Misc. and Other Operating Contracts	0.0	1.7	1.7	(8.1)	(7.4)	0.6
Professional Service Contracts	1.3	1.9	0.6	5.6	2.4	(3.2)
Materials & Supplies	1.3	3.2	1.9	4.0	(1.0)	(5.1)
Other Business Expenses	0.0	0.8	0.8	(0.2)	7.8	8.0
Total Non-Labor Expenditures	(\$1.6)	\$3.9	\$5.5	\$2.5	\$24.3	\$21.8
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 before Depreciation and OPEB	(\$1.1)	\$24.6	\$25.8	\$363.7	\$438.1	\$74.4
Depreciation	106.5	103.9	(2.6)	922.4	915.8	(6.6)
OPEB Account	262.9	267.2	4.3	792.5	807.0	14.5
Environmental Remediation	0.0	0.0	0.0	0.0	1.8	1.8
Total Expenditures	\$368.3	\$395.8	\$27.5	\$2,078.6	\$2,162.7	\$84.1
Total Cash Conversion Adjustments	\$352.1	\$391.1	\$39.0	\$2,078.7	\$2,164.0	\$85.3

NOTE: Totals may not add due to rounding.

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

	September 30, 2009 (Unaudited)	December 31, 2008 (Audited)
ASSETS		
Current assets:		
Cash	\$ 42,183	\$ 33,435
MTA Investment Pool	121,498	450,159
Receivables:		
Billed and unbilled charges due from New York City	21,626	23,944
Accrued subsidies	59,855	17,692
Due from MTA and constituent authorities	-	347,761
Other	77,548	57,417
Less allowance for doubtful accounts	(16,641)	(17,422)
Net receivables	142,388	429,392
Materials and supplies	223,597	201,602
Deferred pension asset	44,570	44,570
Prepaid pension expense	-	-
Prepaid expenses and other current assets	8,355	23,170
Total current assets	582,591	1,182,328
Due from MTA for purchase of capital assets	352,132	394,697
Capital assets, net of accumulated depreciation	29,665,390	28,040,711
Leased property under capital lease, net of accumulated amortization	88,969	90,778
Leasehold improvements on property, net of accumulated depreciation	143,309	155,811
Deferred expenses related to issuance of debt	18,268	19,655
Restricted deposits and other escrow funds	944	995
TOTAL ASSETS	\$ 30,851,603	\$ 29,884,975
LIABILITIES AND NET ASSETS		
Current liabilities:		
Bank overdrafts payable	\$ 23,340	\$ 62,022
Accounts payable	142,664	131,554
Payable to MTA and constituent authorities	447,000	-
Accrued expenses:		
Salaries, wages and payroll taxes	234,982	122,896
Vacation, sick and other benefits	541,055	530,321
Retirement and death benefits	546,118	250,871
Estimated liability arising from injuries to persons	131,298	129,871
Pollution remediation projects	9,025	8,672
Other	98,543	96,959
Total accrued expenses	1,561,021	1,139,590
Due to MTA for repayment of debt, current portion	8,811	8,405
Unredeemed farecards and tokens	255,641	226,555
Deferred subsidy revenue	10,318	6,885
Other deferred revenue	41,780	-
Total current liabilities	2,490,575	1,575,011
Due to MTA for repayment of Certificates of Participation	228,485	236,222
Obligations under capital lease, long term	142,962	142,962
Postemployment benefits other than pensions	2,824,790	2,017,801
Estimated liability arising from injuries to persons	796,462	787,810
Pollution remediation projects	36,102	34,687
Other long-term liabilities	8,390	8,804
Restricted deposits and other escrow funds	944	995
Total liabilities	6,528,710	4,804,292
Net assets:		
Invested in capital assets, net of related debt	29,517,410	27,899,711
Restricted	-	-
Unrestricted	(5,194,517)	(2,819,028)
Total net assets	24,322,893	25,080,683
TOTAL LIABILITIES AND NET ASSETS	\$ 30,851,603	\$ 29,884,975

NOTES:

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

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

The following tables summarize the status of Accounts Receivable.

Category	BILLED BALANCE				
	Billed	Under	90 Days -	Over	
	Total	90 Days	1 Year	1 Year	
New York City	18.9	2.2	3.8	12.9	
MTA	151.1	142.5	5.0	3.6	
Other	12.8	(0.8)	1.6	12.0	
Total	182.8	143.9	10.4	28.5	

Category	UNBILLED BALANCE				
	Unbilled	Under	90 Days -	Over	
	Total	90 Days	1 Year	1 Year	
New York City	4.6	4.6	0.0	0.0	
MTA	177.6	105.8	71.8	0.0	
Other	(0.5)	(0.5)	0.0	0.0	
Total	181.7	109.9	71.8	0.0	

The following tables summarize Accounts Receivable activity.

	CURRENT MONTH			
	NYC	MTA	Other	Total
Beginning Balance	\$17.6	\$141.8	\$11.7	\$171.1
Billed during period	1.5	100.4	2.9	104.8
Collected during period	(0.2)	(91.1)	(1.8)	(93.1)
Ending Balance	\$18.9	\$151.1	\$12.8	\$182.8

	YEAR TO DATE			
	NYC	MTA	Other	Total
Beginning Balance	18.7	128.2	16.7	\$163.6
Billed during period	120.8	862.8	13.4	997.0
Collected during period	(120.6)	(839.9)	(17.3)	(977.8)
Ending Balance	18.9	151.1	12.8	182.8

MTA NEW YORK CITY TRANSIT
(PRELIMINARY) INVENTORY NOTES
September 2009
(\$ in millions)

	<u>09/30/2009</u>	<u>09/30/2008</u>
<u>Operating Inventory</u>		
Total	\$283.972	\$259.922
Shortage Reserve	(0.500)	(0.500)
Obsolescence Reserve	(60.200)	(55.800)
Net	\$223.272	\$203.622
<u>Capital Reimbursable Inventory *</u>		
Total	1.326	1.363
Shortage Reserve	0.000	0.000
Obsolescence Reserve	(1.000)	(1.000)
Net	\$0.326	\$0.363
<u>Total Gross Inventory</u>		
Total	285.298	261.285
Shortage Reserve	(0.500)	(0.500)
Obsolescence Reserve	(61.200)	(56.800)
Net	\$223.598	\$203.985

* City Car Overhaul Program



New York City Transit

FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

Through September 30, 2009, NYC Transit's performance against its 2009 Capital Project Milestones was:

	(\$ Millions)		
	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$59	\$41	69
Design Completions	71	43	60
Construction Awards	1,896	1,693	89
Substantial Completions	1,667	1,412	85
Construction Closeouts	1,497	530	35

During September, NYCT committed \$108.7 million in awards that will:

- rehabilitate the East 180th Street Station on the White Plains Road **2 5** Lines in the Bronx, including ADA upgrades and the rehabilitation / relocation of employee facilities;
- rehabilitate the Mott Avenue Station on the Far Rockaway **A** Line and perform ADA upgrades;
- install new security fencing at the East New York and Coney Island Yards;
- procure 285 new MetroCard fare collection machines to support Select Bus Service routes; and
- install exhaust fans or air conditioners in the communications rooms at six subway locations.

During the same period, NYCT substantially completed projects totaling \$119.7 million. The completions included:

- acceptance of 40 'B' Division R160 railcars;
- replacement of platform edges at four stations on the Pelham **6** Line in the Bronx;
- rehabilitation of 85 emergency exits at various subway locations;
- employee facilities fit-out at the new South Ferry Terminal Station on the Broadway/7th Avenue **1** Line in Manhattan; and
- demolition work at the Mother Clara Hale Bus Depot in Manhattan.

Also during September, NYCT started five design projects totaling \$3.4 million, completed four designs for \$4.7 million, and closed out four projects for \$36.3 million.

Capital Program Status

During September, NYCT awarded projects totaling \$108.7 million, including \$61.4 million for station rehabilitation work, ADA upgrades, and the employee facilities rehabilitation at the East 180th Street Station on the White Plains Road **2** **5** Lines in the Bronx. The project will remediate structural deficiencies, rehabilitate architectural features at the landmarked station house and plaza, install new lighting and signage, and improve security and revenue control. The project also will install two elevators and one ADA compliant ramp. The elevators will provide access from the paid area to the southbound and northbound platforms. Other ADA upgrades will reduce the platform gap and install platform tactile warning strips.

NYCT also awarded a \$19.5 million project to rehabilitate and perform ADA upgrades at the Mott Avenue Station on the Far Rockaway **A** Line. The project scope includes the rehabilitation of various station components, structural repairs, construction of refuse and storage rooms for Third Rail Operations, and rehabilitation of the track drainage system. NYCT also will install two new ADA elevators, new ADA compliant control house entrance doors, and new platform warning strips.

NYCT committed \$12.4 million to purchase and install 285 new MetroCard Fare Collection (MFC) machines that will be used for off-board fare collection on Select Bus Service (SBS) routes. The MFC machines will be installed at Bx12 - Fordham Road in the Bronx (the current modified MEM machines there will be returned to the subway), M15 (1st and 2nd Avenues) and M34/16 (34th Street) in Manhattan, and B44 (Nostrand Avenue) in Brooklyn. Three MFC machines will remain with the vendor for ongoing production, testing and evaluation. The machines will allow customers on the SBS routes to pay their fare with a MetroCard at the bus stop prior to boarding.

NYCT awarded a \$12.2 million project funded with stimulus monies from the American Recovery and Reinvestment Act of 2009 to install security fencing at the East New York and Coney Island / Stillwell Complex rail yards in Brooklyn. The new perimeter fences will replace deteriorated fence sections and reduce susceptibility to intrusion and vandalism.

NYCT also committed \$3.3 million to install new exhaust fans or air conditioners at the communications rooms at six subway locations. The upgrades will protect sensitive equipment from risk of overheating. The project scope includes electrical, architectural, structural, and instrumentation and controls upgrades.

During September, NYCT substantially completed projects totaling \$119.7 million, including the acceptance of 40 'B' Division R160 railcars valued at \$82.5 million and a \$22.4 million project to rehabilitate 85 emergency exits at various subway locations. The project scope for the emergency exits includes hatchway and steel ladder replacement, masonry work, water remediation, and lighting to ensure that the emergency exits are in a continuous state of readiness in the event of an evacuation.

NYCT also completed a \$6.2 million project to replace station platform edges at the Longwood Avenue, East 149th Street, East 143rd Street – St. Mary's Street and Cypress Avenue Stations on the Pelham 6 Line. The project removed existing platform edges and rubbing boards, replaced platform edge concrete, installed polyethylene rubbing board and installed new ADA tactile warning strips.

Additionally, NYCT completed a \$5.3 million project for the fit-out of employee facilities at the concourse level of the new South Ferry Terminal on the Broadway/7th Avenue 1 Line in Manhattan. The new facilities accommodate over 100 personnel necessary for service delivery and maintenance from Rapid Transit Operations, Station Operations and Maintenance of Way.

Further, NYCT substantially completed a \$3.3 million project to perform demolition work at the existing Mother Clara Hale Bus Depot in Manhattan and provide fencing and lighting around the property in advance of the construction of a new facility. Asbestos removal was completed prior to building demolition and soil remediation was performed after the building was demolished.

During September, NYCT started five design projects totaling \$3.4 million, completed four designs for \$4.7 million, and closed out four projects for \$36.3 million.

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

Projects Closed During September 2009
(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
Yard Lighting: E. New York, Canarsie, Pitkin	\$17.2	\$18.4	07/09	2
Fire Alarms: Casey Stengel - 2 Buildings	5.1	5.2	08/09	1
Tunnel Lighting: Wall St. – Chambers St / Clark St. (Ph 3)	11.7	12.0	09/09	0
Structural Rehab: Crosstown (Wrap-up)	0.8	0.8	10/09	(1)

Status of Fan Plants and Fans

(Through September 2009)

Through the month of September 176 of 193 fan plants and 361 of 394 fans were operational. Among those listed as “inoperable”, nine of 17 fan plants and 19 of 33 fan units are undergoing reconstruction or retesting by the Department of Capital Program Management. Seven of the 17 inoperable fan plants and 13 of the 33 inoperable fan units are under Hydraulics’ operations. In addition, one of the 17 inoperable fan plants and one of the 33 inoperable fan units are undergoing warranty work.

Below is a chart depicting the latest status of fan plants and fan units.

<u>Fan Plants</u>	<u>September ‘08</u>	<u>September ‘09</u>	<u>More/(Less)</u>
All	193	193	0
Operable	175	176	1
Inoperable	18	17	(1)
Reduced Capacity	0	0	0

<u>Fan Units</u>	<u>September ‘08</u>	<u>September ‘09</u>	<u>More/(Less)</u>
All	394	394	0
Operable	360	361	2
Inoperable	34	33	(1)
Reduced Capacity	0	0	0

CAPITAL PROJECT MILESTONE SUMMARY 2009

(THROUGH SEPTEMBER 30, 2009)

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

September

Design Starts	\$5.3	2	\$3.4	5	64.4	250.0
Design Completions	4.9	4	4.7	4	97.1	100.0
Construction Awards	119.9	4	108.7	8	90.7	200.0
Substantial Completions	99.9	5	119.7	6	119.8	120.0
Construction Closeouts	163.1	12	36.3	4	22.2	33.3

2009 Year-To-Date

Design Starts	\$59.4	41	\$41.1	35	69.1	85.4
Design Completions	71.1	55	42.5	31	59.8	56.4
Construction Awards	1,896.4	67	1,692.8	85	89.3	126.9
Substantial Completions	1,666.6	72	1,411.5	58	84.7	80.6
Construction Closeouts	1,496.7	73	529.8	36	35.4	49.3

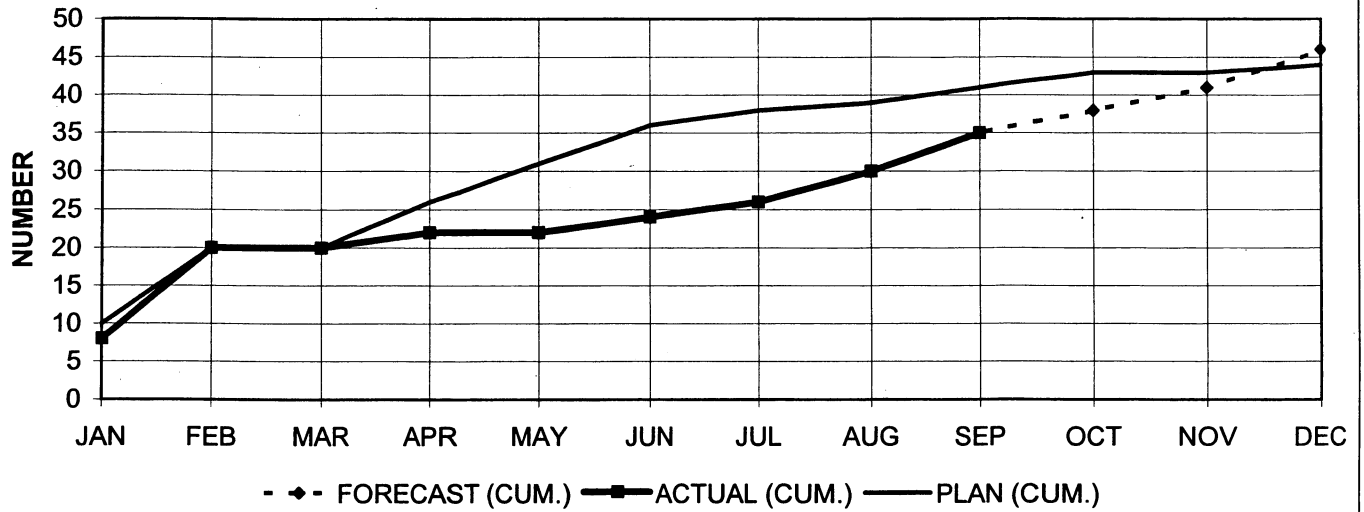
2009 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$63.6	44	\$66.3	46	104.3	104.5
Design Completions	123.7	86	114.0	76	92.2	88.4
Construction Awards	2,635.1	91	2,820.9	112	107.1	123.1
Substantial Completions	2,728.2	110	2,595.4	105	95.1	95.5
Construction Closeouts	3,625.1	107	3,322.6	91	91.7	85.0

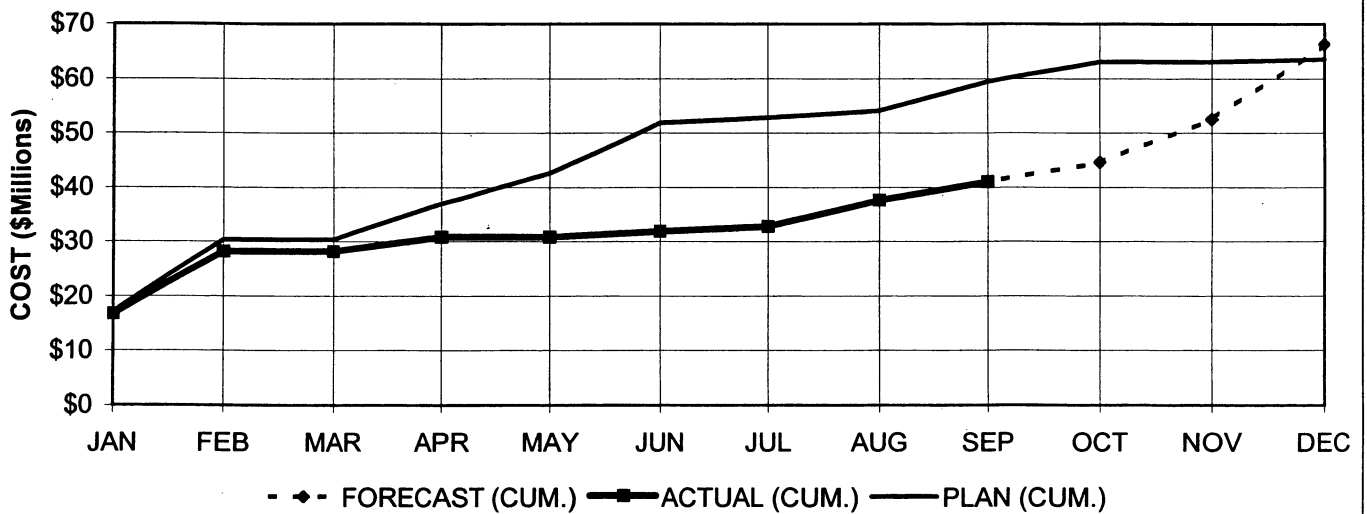
Totals do not include contingency, emergency funds and miscellaneous reserves;
performance percentages include early accomplishments.

2009 Design Starts Charts

As of September 2009



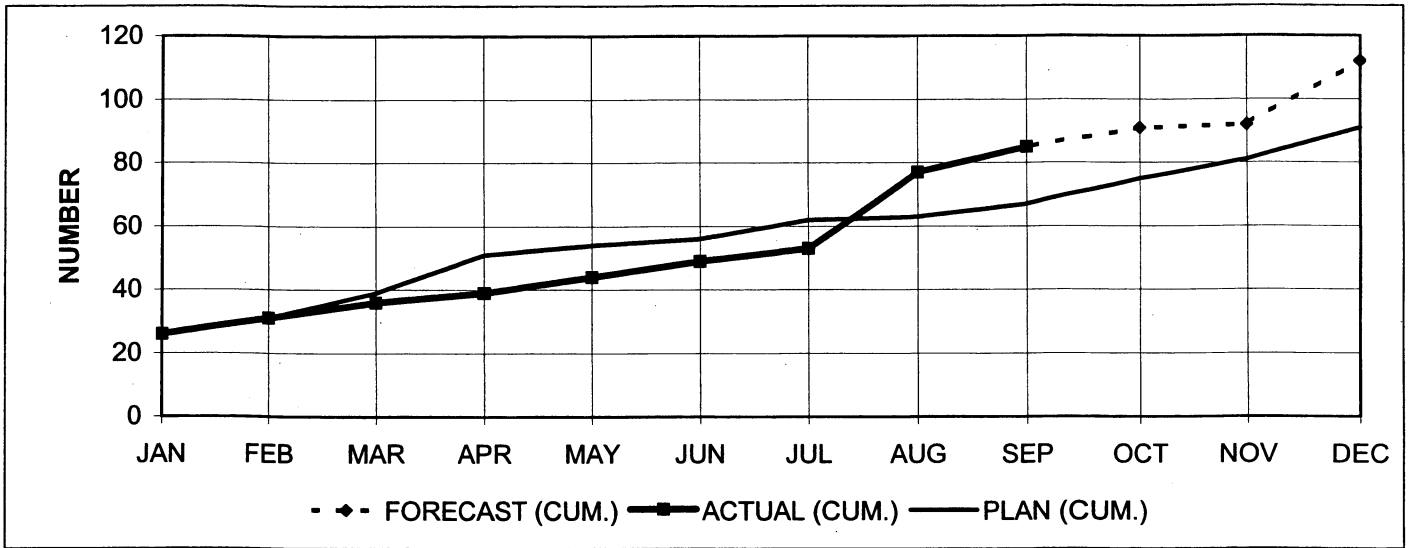
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)	8	12	0	2	0	2	2	4	5	3	3	5
ACTUAL (NON-CUM.)	8	12	0	2	0	2	2	4	5	3	3	5
PLAN (NON-CUM.)	10	10	0	6	5	5	2	1	2	2	0	1
FORECAST (CUM.)	8	20	20	22	22	24	26	30	35	38	41	46
ACTUAL (CUM.)	8	20	20	22	22	24	26	30	35	38	41	46
PLAN (CUM.)	10	20	20	26	31	36	38	39	41	43	43	44



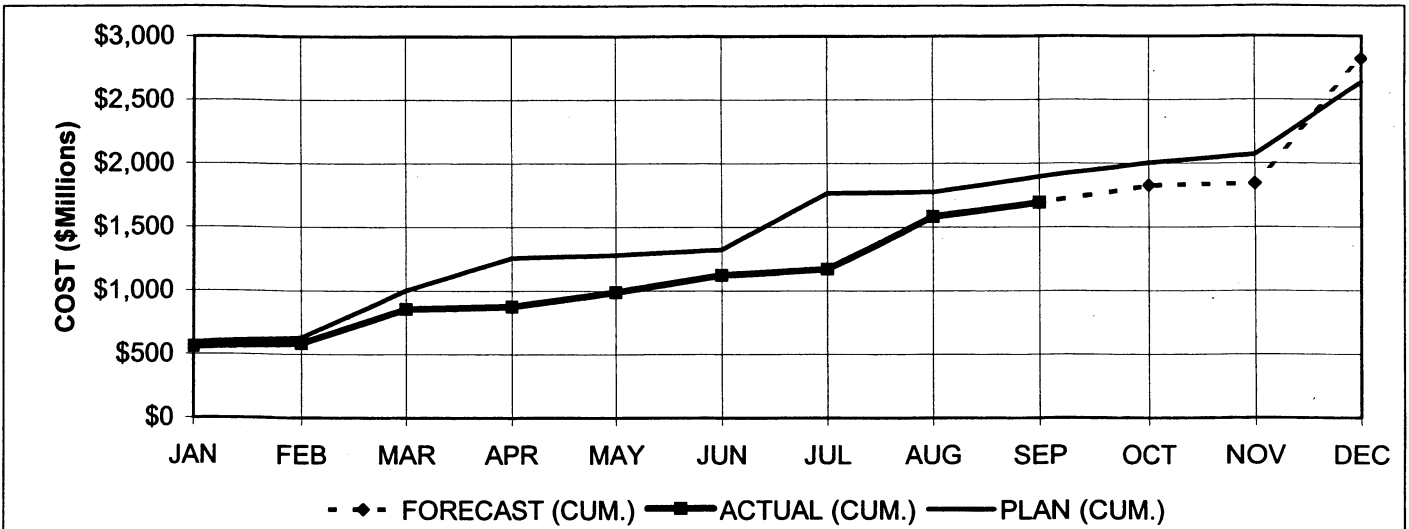
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)	16.8	11.4	0.0	2.7	0.0	1.1	0.9	4.8	3.4	3.5	7.9	13.8
ACTUAL (NON-CUM.)	16.8	11.4	0.0	2.7	0.0	1.1	0.9	4.8	3.4	3.5	7.9	13.8
PLAN (NON-CUM.)	17.3	13.1	0.0	6.6	5.6	9.3	1.0	1.3	5.3	3.7	0.0	0.5
FORECAST (CUM.)	16.8	28.2	28.2	30.9	30.9	31.9	32.8	37.6	41.1	44.6	52.5	66.3
ACTUAL (CUM.)	16.8	28.2	28.2	30.9	30.9	31.9	32.8	37.6	41.1	44.6	52.5	66.3
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 Awards Charts

As of September 2009



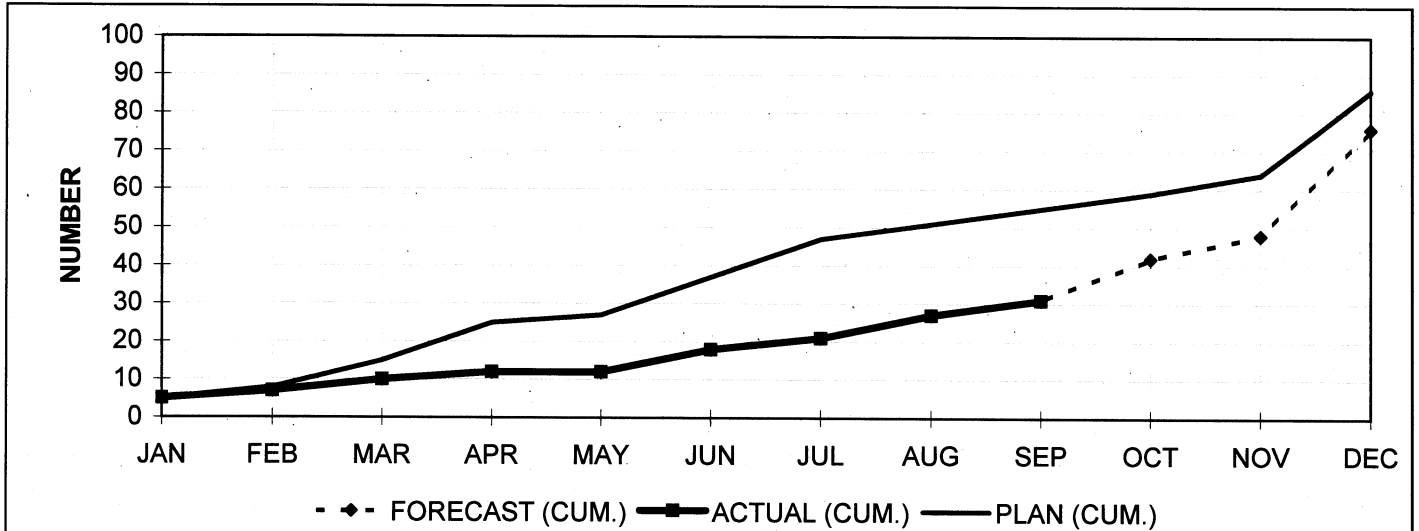
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)	26	5	5	3	5	5	4	24	8	6	1	20
ACTUAL (NON-CUM.)	26	5	5	3	5	5	4	24	8	6	6	10
PLAN (NON-CUM.)	26	5	8	12	3	2	6	1	4	8	6	10
FORECAST (CUM.)	26	31	36	39	44	49	53	77	85	91	92	112
ACTUAL (CUM.)	26	31	36	39	44	49	53	77	85	91	92	112
PLAN (CUM.)	26	31	39	51	54	56	62	63	67	75	81	91



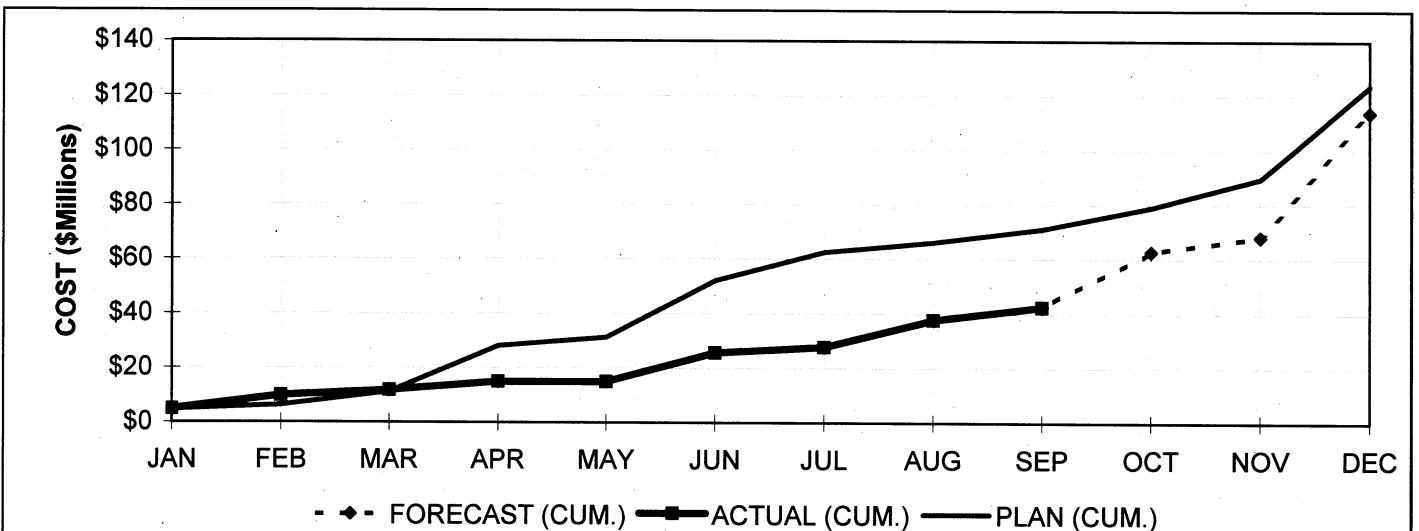
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)	560.0	24.9	271.4	20.4	112.7	133.8	46.8	414.2	108.8	136.4	14.0	977.6
ACTUAL (NON-CUM.)	560.0	24.9	271.4	20.4	112.7	133.8	46.8	414.2	108.8	136.4	14.0	977.6
PLAN (NON-CUM.)	591.7	40.1	369.8	256.2	24.1	42.5	441.5	10.5	119.9	107.8	65.4	565.5
FORECAST (CUM.)	560.0	584.9	856.3	876.7	989.3	1,123.1	1,169.8	1,584.0	1,692.8	1,829.2	1,843.2	2,820.9
ACTUAL (CUM.)	560.0	584.9	856.3	876.7	989.3	1,123.1	1,169.8	1,584.0	1,692.8	1,829.2	1,843.2	2,820.9
PLAN (CUM.)	591.7	631.9	1,001.7	1,257.9	1,282.0	1,324.5	1,766.1	1,776.5	1,896.4	2,004.2	2,069.6	2,635.1

2009 Design Completions Charts

As of September 2009



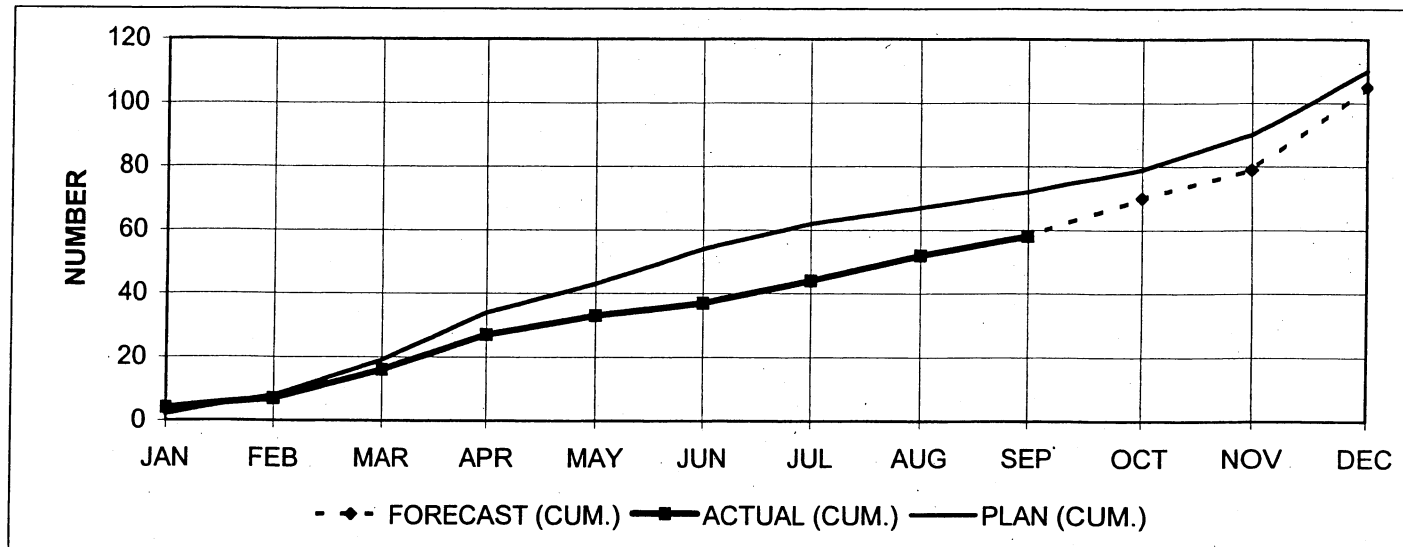
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)										11	6	28
ACTUAL (NON-CUM.)	5	2	3	2	0	6	3	6	4			
PLAN (NON-CUM.)	5	3	7	10	2	10	10	4	4	4	5	22
FORECAST (CUM.)										42	48	76
ACTUAL (CUM.)	5	7	10	12	12	18	21	27	31			
PLAN (CUM.)	5	8	15	25	27	37	47	51	55	59	64	86



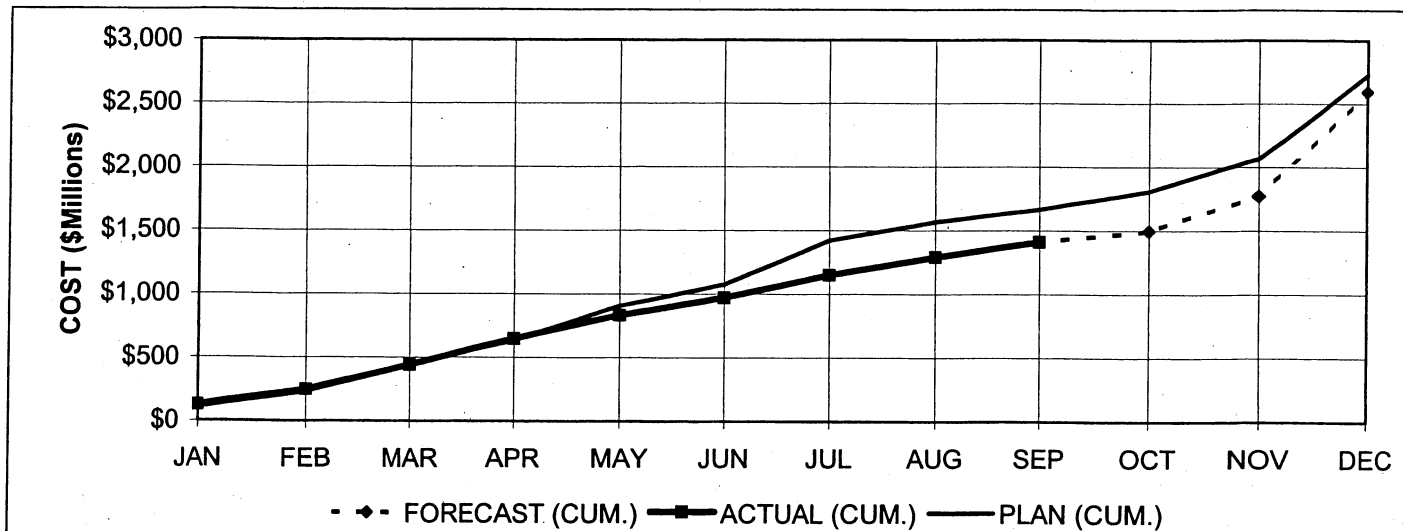
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)										20.3	5.4	45.8
ACTUAL (NON-CUM.)	5.0	4.9	2.0	3.2	0.0	10.6	2.1	10.0	4.7			
PLAN (NON-CUM.)	4.8	1.6	4.9	16.8	3.2	21.0	10.4	3.6	4.9	8.0	10.6	34.0
FORECAST (CUM.)										62.8	68.2	114.0
ACTUAL (CUM.)	5.0	9.9	11.8	15.1	15.1	25.7	27.8	37.8	42.5			
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 Substantial Completions Charts

As of September 2009



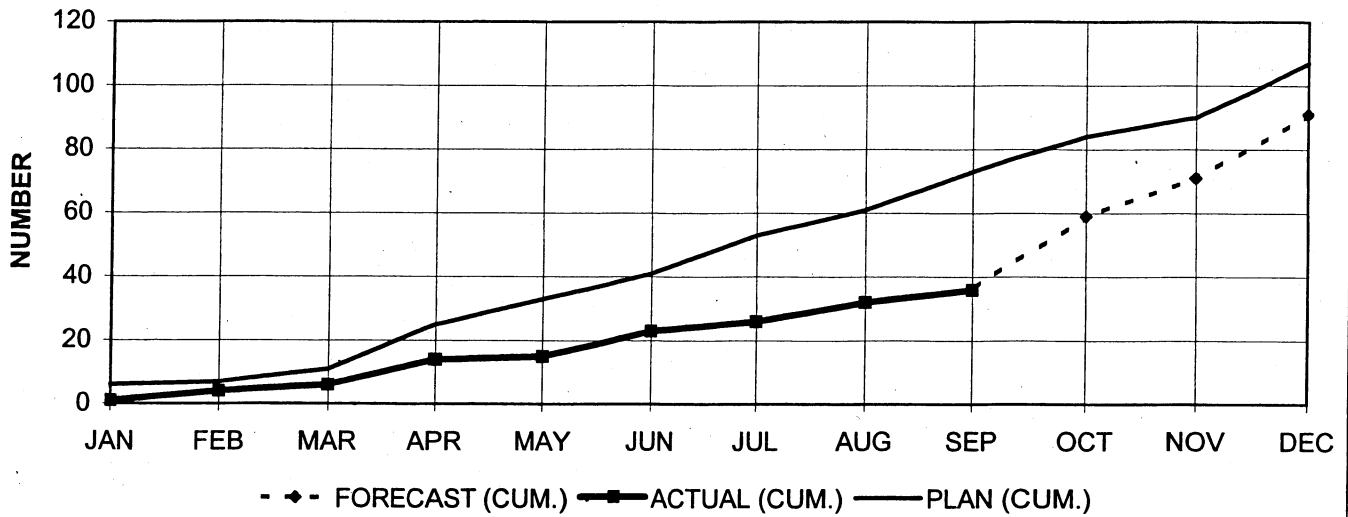
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)										12	9	26
ACTUAL (NON-CUM.)	4	3	9	11	6	4	7	8	6			
PLAN (NON-CUM.)	2	6	11	15	9	11	8	5	5	7	11	20
FORECAST (CUM.)										70	79	105
ACTUAL (CUM.)	4	7	16	27	33	37	44	52	58			
PLAN (CUM.)	2	8	19	34	43	54	62	67	72	79	90	110



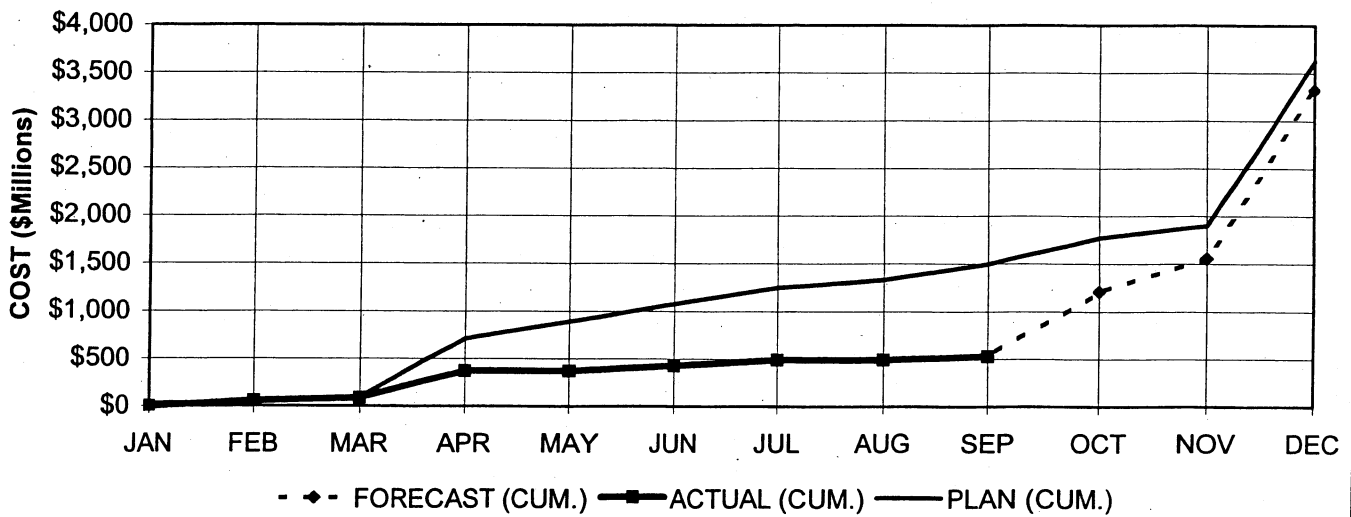
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)										86.2	276.6	821.1
ACTUAL (NON-CUM.)	126.8	122.0	193.5	206.8	185.2	137.0	180.4	140.1	119.7			
PLAN (NON-CUM.)	105.0	126.5	206.7	195.8	271.8	168.7	347.5	144.7	99.9	143.5	254.1	664.0
FORECAST (CUM.)										1,497.8	1,774.3	2,595.4
ACTUAL (CUM.)	126.8	248.9	442.4	649.2	834.4	971.3	1,151.7	1,291.8	1,411.5			
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 September 2009



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)	1	3	2	8	1	8	3	6	4	23	12	20
ACTUAL (NON-CUM.)	1	3	2	8	1	8	3	6	4			
PLAN (NON-CUM.)	6	1	4	14	8	8	12	8	12	11	6	17
FORECAST (CUM.)	1	4	6	14	15	23	26	32	36	59	71	91
ACTUAL (CUM.)	1	4	6	14	15	23	26	32	36			
PLAN (CUM.)	6	7	11	25	33	41	53	61	73	84	90	107



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)	1.4	56.5	29.6	285.3	0.1	57.1	57.6	6.1	36.3	678.5	351.1	1763.3
ACTUAL (NON-CUM.)	1.4	56.5	29.6	285.3	0.1	57.1	57.6	6.1	36.3			
PLAN (NON-CUM.)	29.8	12.0	53.1	615.3	181.3	188.1	171.7	82.4	163.1	274.4	128.5	1725.6
FORECAST (CUM.)	1.4	57.9	87.5	372.8	372.8	429.9	487.5	493.5	529.8	1,208.3	1,559.4	3,322.6
ACTUAL (CUM.)	1.4	57.9	87.5	372.8	372.8	429.9	487.5	493.5	529.8			
PLAN (CUM.)	29.8	41.8	94.9	710.1	891.4	1,079.6	1,251.2	1,333.6	1,496.7	1,771.0	1,899.5	3,625.1



PROCUREMENTS

The Procurement Agenda this month includes 20 actions for a proposed expenditure of \$82.9M.

Subject Request for Authorization to Award Various Procurements					
Department Materiel					
Department Head Name Stanley J. Grill					
Department Head Signature <i>Stan J. Grill</i>					
Project Manager Name Rose Davis					
Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	11/16/09			
2	Board	11/18/09			

October 26, 2009			
Vendor Name			
Contract Number			
Contract Manager Name			
Table of Contents Ref #			
Internal Approvals			
	Approval		Approval
	President <i>[Signature]</i>	X	Capital Construction Co.
	Executive VP <i>[Signature]</i>	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:		# of Actions	\$ Amount
Schedule A:	Non-Competitive Purchases and Public Work Contracts	2	\$ 4.5 M
	• Kone Spares \$ 3.0 M		
	• Pandrol USA, LP \$ 1.5 M		
<u>Schedules Requiring Majority Vote</u>			
Schedule E:	Miscellaneous Procurement Contracts	1	\$ 3.3 M
	• Infor Global Solutions, Inc. \$ 3.3 M		
Schedule G:	Miscellaneous Service Contracts	1	\$.6 M
	• Spacesaver Systems of NJ, Inc. \$.6 M		
SUBTOTAL		4	\$ 8.4 M

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

Schedules Requiring Majority Vote

Schedule F: Personal Service Contracts	4	\$	36.0 M
Schedule G: Miscellaneous Service Contracts	2	\$.5 M
Schedule L: Budget Adjustments to Estimated Quantity Contracts	3	\$	1.8 M
	SUBTOTAL		\$ 38.3 M

NYC Transit proposes to award Ratifications in the following categories:

Schedules Requiring Two-Thirds Vote:

Schedule D: Ratification of Completed Procurement Actions	1	\$.05 M
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Schedules Requiring Majority Vote:

Schedule K: Ratification of Completed Procurement Actions:	3	\$	1.6 M
	SUBTOTAL		\$ 1.7 M

MTA Capital Construction proposes to award Competitive procurements in the following categories:

Schedules Requiring Majority Vote

Schedule H: Modifications to Personal/Miscellaneous Service Contracts	3	\$	34.5 M
	SUBTOTAL		\$ 34.5 M
	TOTAL		\$ 82.9 M

BUDGET IMPACT: The purchases/contracts will result in obligating NYC Transit and MTA Capital Construction Co. 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.

NOVEMBER 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. | Kone Spares
Sole Source – Three-year omnibus
Purchase of inventory and non-inventory bus parts. | \$3,000,000.00 (Est.) | <u>Staff Summary Attached</u> | 96 |
| 2. | Pandrol USA, LP
Sole Source – Three-year omnibus
Purchase of inventory and non-inventory subway parts. | \$1,500,000.00 (Est.) | <u>Staff Summary Attached</u> | 97 |

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. | Infor Global Solutions, Inc.
Non-Competitive – Five-year contract, with 2 one-year options
Contract #09H0162
Technical Support for Spear Computerized Maintenance Management Systems. | \$3,277,042.00 (Est.) | <u>Staff Summary Attached</u> | 98 |
|----|---|------------------------------|--------------------------------------|-----------|

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.)

- | | | | | |
|----|---|---------------------------|--------------------------------------|-----------|
| 4. | Spacesaver Systems of NJ, Inc.
Non-Competitive – Five-year contract
Req. # U-A274311
Provide preventive and remedial maintenance for 13 Hanel Rotomats and 46 Lean-Lift vertical storage units. | \$600,668.00 (NTE) | <u>Staff Summary Attached</u> | 99 |
|----|---|---------------------------|--------------------------------------|-----------|

NOVEMBER 2009

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

F. Personal Service Contracts

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

1. Dynamic Network Resources, Inc.	\$9,000,000.00 (Est.)	<u>Staff Summary Attached</u>	100
2. Management Concepts Systems & Services, Inc. (MCSS)	\$9,000,000.00 (Est.)	↓	
3. Hill International, Inc.	\$9,000,000.00 (Est.)	↓	
4. The Louis Berger Group, Inc.	\$9,000,000.00 (Est.)	↓	

Five-Proposals – Five-year contract

Contract #s CM-1379, CM-1380, CM-1381, and CM-1401

Consultant IQ contract to provide temporary personnel to assist Construction Managers with schedule control support for all phases of project design and construction.

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.)

5. **SCI Engineering, P.C.** **\$107,750.00 (Est.)**
Four Bids/Low Bidder - Three-year contract
Contract # 08K0019R

This contract is to conduct paint coating condition surveys and provide reports relating to overcoat painting of steel elevated viaduct structures throughout the NYC Transit subway system. The coating condition survey reports will include visual inspections for application defects and dry film testing. The previous contract was achieved through small purchase procedures and was comprised of only 18 days of inspections within two years compared to 43 days plus 12 written reports and use of a manlift, all within the three year term of this contract. A more intensive and extensive inspection policy was adopted to combat substantial problems experienced on one of the more recent overcoat painting contracts. Four bids were received; SCI Engineering, Inc. submitted an estimated price of \$107,000. The low bid is considered fair and reasonable due to the presence of adequate competition.

NOVEMBER 2009

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

G. Miscellaneous Service Contracts Cont'd

(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.)

- 6. Tool & Precision Machining, Inc. \$447,400.00 (Est.)**
Three Bids/Low Bidder - Two-year contract
Contract # 09C0065

This estimated quantities contract is for the repair and fabrication of elevator and escalator mechanical components. The contractor is required to fabricate, modify and repair escalator and elevator mechanical components on a system-wide basis. The components are for escalators and elevators for which manufacturers no longer stock these parts or parts are no longer available as the companies are no longer in business. The contractor is required to fabricate components utilizing outdated drawings and designs and complex reverse engineering methods, thus a high level of expertise is required. Tool & Precision Machining, Inc. (T&P) submitted a price of \$447,400, which reflects an hourly labor rate of \$24 per hour. T&P's price reflects a 29.8% decrease in price in comparison to the previous contract. The prior (incumbent) contractor had been receiving contracts for this work for approximately two decades. T&P has successfully completed numerous machining assignments for MOW-Elevator/Escalator and its workmanship has been considered to be excellent. T&P has also served as a subcontractor for the incumbent, Titan Machine, and its work in this context has also been considered to be excellent. The bid amount is considered to be fair and reasonable due to the presence of adequate competition.

NOVEMBER 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.)

7. NYS Industries for the Disabled Contract # 06D9378 Feb. 1, 2007 – Jan. 31, 2011	Original Amount:	\$ 3,000,000
	Prior Modifications:	\$ 0
	Prior Budgetary Increases:	\$ 0
	Current Amount:	\$ 3,000,000
	This Request:	\$ 1,500,000
	% of This Request to Current Amount:	50.0%
	% of Modifications (including This Request) to Original Amount:	50.0%

Discussion

This miscellaneous service contract with the New York State Industries for the Disabled (NY-SID) provides temporary office personnel on an as needed basis to perform various administrative functions such as word processing and data entry. These temporary employees are used to supplement regular staff during periods of high production and to provide coverage when employees are either on long term sick leave or vacation. The contract originally estimated that the total expenditures for the four year term would be \$3,000,000. This amount, however, has been reached and based on a survey of departments that utilize temporary office personnel; an additional \$2,000,000 is estimated that will be expended for the remaining 17 months of the contract. The primary users of temporary office personnel services are Paratransit, Human Resources and Corporate Communications. Paratransit has had to more than double its staff and is currently utilizing 12 temporary staff members to answer phones and process reimbursement vouchers. Human Resources will need temporary staff to prepare and scan files into PeopleSoft and will use more test monitors due to higher than anticipated exam schedules in titles that are administered by NYC Transit as well as 45 titles previously administered by New York City DCAS, effective January 2010. Corporate Communications will continue to utilize temporary staff to receive and record customer complaints and process MetroCard claims. The combination of past usage and projected needs by these and other using departments has resulted in the increased estimated expenditures under this contract.

NOVEMBER 2009

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

L. Budget Adjustments to Estimated Quantity Contracts Cont'd

(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.)

8. Permadur Industries, Inc. d/b/a Sissco Material Handling Equipment Contract # 06G9462R Nov. 7, 2007 – Nov. 6, 2010	Original Amount:	\$ 190,899
	Prior Modifications:	\$ 0
	Prior Budgetary Increases:	\$ 0
	Current Amount:	\$ 190,899
	This Request:	\$ 86,883
	% of This Request to Current Amount:	45.5%
	% of Modifications (including This Request) to Original Amount:	45.5%

Discussion

This miscellaneous service contract is for the biannual inspection of jacks and the annual inspection of various cranes and hoists, below-the-hook lifting devices and drop tables, as mandated by the Occupational Safety and Health Administration (OSHA) at the Dept. of Subways' maintenance and overhaul shops. These independent inspections act as a check on and a complement to the monthly inspections performed in-house. Should an inspection reveal the need for a repair, NYC Transit personnel perform the work in the majority of instances. The contractor (SISSCO) has almost completed the second year of this three year contract. For the first year, \$79,984.00 was expended; for the second year, \$106,327.00 has been expended, leaving only \$4,588.00 available for the third year. Actual expenditures exceeded the original anticipated expenditure due to (a) the need to inspect recently purchased equipment, (b) the need to inspect equipment not in service (previously only in-service equipment was inspected) and (c) required re-inspections of repaired equipment which failed its initial inspection. As a result, this contract does not have sufficient funds to cover the inspection requirements anticipated for the balance of the contract term.

NOVEMBER 2009

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

L. Budget Adjustments to Estimated Quantity Contracts Cont'd

(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.)

9. Vanguard Direct PO #: 00846353 Feb. 1, 2008 – Jan. 31, 2010	Original Amount: Prior Modifications: Prior Budgetary Increases: Current Amount:	\$ 405,183 \$ 0 \$ 0 \$ 405,183
	This Request:	\$ 177,181
	% of This Request to Current Amount:	43.7%
	% of Modifications (including This Request) to Original Amount:	43.7%

Discussion

This contract for commercial printing and bulk mailing services requires additional funds as a result of several unanticipated mailings required by Human Resources (postcards for Wage Works Flexible Spending Program and COBRA Continuation Coverage) and the addition of departments/divisions — Corporate Communications, Paratransit, and the Transit Museum — whose mailings were previously handled under a now defunct contract with the New York State Industries for the Blind. The amount requested for this budget adjustment is based on the estimated shortfall between the current funds and the anticipated level of expenditures through the duration of the contract.

NOVEMBER 2009

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

D. Ratification of Completed Procurement Actions

(Staff Summaries required for items requiring Board approval.) 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. | Diversified Electric Services, Inc.
Contract #09B0050 | \$51,520.00 | <u>Staff Summary Attached</u> | 102 |
| | Perform modification to breakers, and various other devices on a Con Ed feeder that serves SIRTOA. | | | |

Procurements Requiring Majority Vote:

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

(Staff Summaries required for items requiring Board approval.)

- | | | | | |
|----|--|---------------------|-------------------------------|-----|
| 2. | Battelle Memorial Institute
Contract #CM-1062.9 | \$657,816.00 (NTE) | <u>Staff Summary Attached</u> | 103 |
| | Modification to the consultant contract for safety analysis related to the Communication Based Train Control System on the Canarsie Line, in order to perform continued safety analysis and extend the term of the contract. | | | |
| 3. | Bay Boiler Rentals
Contract # 09H0176
Immediate Operating Need | \$474,800.00 (Est.) | <u>Staff Summary Attached</u> | 104 |
| | Rental of a mobile boiler unit. | | | |
| 4. | L.K. Comstock & Co.
Contract # S-32726.51 | \$393,840.00 | <u>Staff Summary Attached</u> | 105 |
| | Modification to the contract for the Corona Yard Signaling System in order to provide additional communications requirements. | | | |

NOVEMBER 2009

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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.)

**Ove Arup & Partners,
Consulting Engineers, P.C.**

Staff Summary Attached 106

1. **Contract # CM-1252.30** **\$2,901,672.00 (NTE)**
2. **Contract # CM-1252.32** **\$9,340,152.00 (NTE)**

Modifications to the contract for design services for the Fulton Street Transit Center, in order to retroactively produce construction contract drawings for new construction contract packages (Mod. #30) as well as to add funding for construction phase services (Mod. #32) and extend the term of the contract.

3. **Parsons Brinckerhoff Quade & Douglas \$22,258,944.00 (NTE)**
and Bovis Lend Lease LMB, Inc. (JV)
Contract # CM-1265.10

Staff Summary Attached 107

Modification to the contract for construction management services for the Fulton Street Transit Center, in order to extend the contract by 54 months to coincide with the completion of construction and support the current procurement packaging plan.

Schedule A: Non-Competitive Purchases and Public Work Contracts

Item Number: 1

Vendor Name (& Location) Kone Spares (Moline, IL)
Description Purchase of non-inventory and inventory escalator and powerwalk parts
Contract Term (including Options, if any) Three years
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: Sole Source

Contract Number NONE	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: \$3,000,000.00 (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: Division of Materiel, Stanley J. Grill	

Discussion:

This omnibus approval will cover items identified as obtainable only from Kone Spare (Kone) and will eliminate the need to advertise and prepare individual procurement staff summaries for board approval for each procurement over the \$15,000 small purchase threshold. There are approximately 214 items covered by this approval for the purchase of escalator and powerwalk parts supplied by Kone. These items are identified as obtainable only from Kone for the following reasons: sole pre-qualified manufacturer on the Qualified Products List, and not available from any distributors or other sources; publicly advertised within a twelve month period without an acceptable alternate supplier; or proprietary to Kone. These items are advertised a minimum of once every twelve months to seek competition. These sole source parts will be purchased on an as required basis. NYC Transit currently has 176 escalators and two powerwalks throughout the NYC Transit system. Procurement performed a price analysis on previously purchased sole-source items and found a weighted average annual price decrease of 0.29%. Each item released from the omnibus approval will be subject to a price analysis and Procurement will determine whether the price offered is fair and reasonable.

Schedule A: Non-Competitive Purchases and Public Work Contracts

Item Number: 2

Vendor Name (& Location) Pandrol USA, LP (Bridgeport, NJ)
Description Purchase of non-inventory and inventory track material
Contract Term (including Options, if any) Three years
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: Sole Source

Contract Number NONE	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: \$1,500,000.00 (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: Division of Materiel, Stanley J. Grill	

Discussion:

This omnibus approval will cover items identified as obtainable only from Pandrol USA, LP (Pandrol) and will eliminate the need to advertise and prepare individual procurement staff summaries for board approval for each procurement over the \$15,000 small purchase threshold. There are approximately six items covered by this approval for the purchase of track material supplied by Pandrol. These items are identified as obtainable only from Pandrol for the following reasons: sole pre-qualified manufacturer and not available from any distributors or other sources; publicly bid within a twelve month period without an acceptable alternate supplier; or proprietary to Pandrol. These items are advertised a minimum of once every twelve months to seek competition. These sole source parts will be purchased on an as-required basis. The current omnibus approval for \$5,500,000 million dollars was approved by the Board in September 2006 and expired on October 30, 2009. That amount was based on the Division of Track's annual forecasts for eight items as well as any potential special projects. Pursuant to that approval, \$3,760,034 has been spent. Orders for 2010 have already been placed. Two of those eight items were for rail fastener tie plates: one for use on 100 lb. rail (01-63-0010) and one for use on 115 lb. rail (01-63-0004). These two plates, which will now be competitively bid, represented \$2,801,666 or 74.5% of the dollars released off the omnibus. These plates can be rolled, machined, cast or forged. Pandrol is the sole distributor of a rolled plate which, historically, has been the most cost effective product. Other suppliers of track material didn't have the tooling or the interest in manufacturing these plates by any method and competing with Pandrol. Through continuous discussions with other suppliers of track material, they recently have stated they would be willing to make the investment in castings to manufacture the plates if the items were competitively bid. Therefore, Procurement will proceed with a competitive solicitation for the plates in the future. Procurement performed a price analysis on the six remaining items and found that the weighted average increase between the current omnibus (2006-2009) and the previous omnibus (2001-2006) was 12.3%. The PPI for Rolled Steel Shape Manufacturing was examined and it reflects a 12.6% annual price increase over the 2001 -2006 time period. Pricing for any non-competitive procurements will be established by a request for quotation for each item from Pandrol on an as needed basis, and each individual procurement will require a determination that the price received is fair and reasonable and that NYC Transit is receiving most favored customer pricing.

Schedule E: Miscellaneous Procurement Contracts

Item Number: 3

Vendor Name (& Location) Infor Global Solutions, Inc. (Alpharetta, Ga.)
Description Technical support for Spear 3i Computerized Maintenance Management System (CMMS)
Contract Term (including Options, if any) Five years with 2 one-year options
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input 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: Sole Source

Contract Number 09H0162	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: \$ 3,277,042.00 (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: Division of Technology and Information Services, Sidney Gellineau	

Discussion:

This contract provides for continued software support services, including remote diagnostics, problem resolution and updates for the existing Spear 3i Computerized Maintenance Management System (CMMS) and professional services to implement changes and enhancements to the software via individual Task Orders. Beginning in 1993, the Department of Buses (DOB) implemented a fleet-wide maintenance system known as Maintenance Information, Diagnostics and Analysis System (MIDAS)) under a contract with IBM for \$6.6M that used software developed by Tenable later known as Spear. In August 1998, a subsequent contract was awarded to IBM for \$5M for the implementation of a Rolling Stock Maintenance Information System (RSMIS) for the Division of Car Equipment (DCE) using Spear software to track and record subway car maintenance history. This contract also included the acquisition of an enterprise-wide license of Spear 2000 Work Manager to be used as the standard platform for maintenance management throughout NYC Transit. In October 1999, Spear Technologies, Inc. (Spear) was awarded a contract for \$4.1M to implement MIDAS 2000 for DOB, and in December 2001, Spear was awarded a five-year non-competitive personal services indefinite quantities contract in the estimated amount of \$11M to develop and enhance the existing Computerized Maintenance Management Systems (CMMS) in place at DOB, DCE, Automated Fare Collection and Central Electronic Shop and rollout a CMMS for track and signal maintenance. In April 2006, Spear Technologies, Inc. was acquired by Hansen Information Technologies, Inc. (Hansen) and, in 2007, Hansen was acquired by Infor Global Solutions, Inc. as a wholly owned subsidiary. Due to the proprietary nature of the software, this new contract is being awarded on a sole source basis. Given the investment of more than \$25M in Spear software, and the importance of its applications, an expenditure of approximately 1% of acquisition cost per year for software maintenance is warranted. Negotiations with Infor focused on terms and conditions and pricing for software database support and the billing rate for professional services. Approximately 67% of the total cost will be for software maintenance and the balance will be for consultant hours to be used on an 'as needed' basis. Infor's final proposal of \$3,277,042 consists of \$2,272,831 for database support and consultant services for five years and \$1,004,211 for the two one-year options. Infor's rates for software support increase by 3% from the prior contract and also escalate 3% on an annual basis thereafter, the same percentage increase agreed to in the previous contract. The rates for professional services initially decrease by 9% from the prior contract, and then escalate 3% annually. The total contract amount of \$3,277,042 contains rates that are consistent with other contracts for similar requirements and the final price is considered fair and reasonable.

Schedule G: Miscellaneous Service Contracts



Item Number: 4

Vendor Name (& Location) Spacesaver Systems of New Jersey (Phillipsburg, NJ)
Description Preventive and remedial maintenance for storage units
Contract Term (including Options, if any) Five years
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"/> Sole Source

Contract Number U-A274311	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount:	\$600,668.00 (not-to-exceed)
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: Division of Supply Logistics, Edward Spellman	

Discussion:

The contractor will provide preventive and unlimited remedial maintenance for 13 Hanel Rotomat and 46 Lean-Lift Vertical Storage units, of which eight are equipped with cameras to allow stock handlers to view the contents of the bin without having to bring the tray down. Hanel Rotomats and Lean-Lifts (storage units) are used in areas where there is limited floor space in order to utilize the storeroom's height and are located at various NYC Transit storerooms. The storage units increase efficiency and productivity by bringing the part(s) to the stock handler rather than having to retrieve various items from different stock bins. The eight Lean-lifts equipped with cameras were acquired under capital contracts and six are located in the Grand Avenue Bus Depot and two are located in the Zerega Bus facility. Currently, storage units are being maintained under a contract with Spacesaver, which expires on December 31, 2009. Spacesaver is the sole provider in the New York/New Jersey area for sales and service for all Hanel Rotomat and Lean-Lift vertical storage units. Under the contract, Spacesaver will perform preventive maintenance twice a year and unlimited remedial repairs on all 59 storage units. Spacesaver submitted an initial price of \$710,460, and, through negotiations, this was reduced by \$109,792 for a final price of \$600,668. Spacesaver agreed to reduce their prices for both Rotomats and Lean-lifts. Rotomats' first year unit price will be \$1,785 with a 2% annual increase over the next four years. Lean-lifts (without cameras) first year unit price will be \$2,024 with a 3% annual increase over the next four years. Lean-lifts (with cameras) first year unit price will be \$3,000 followed by a 3% annual increase for the next four years. Compared to current contract pricing, units that are common to the prior contract have continued to increase by 2% and 3%. Based on the savings achieved through negotiations, the price is considered fair and reasonable.

Staff Summary

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

SUMMARY INFORMATION	
Vendor Name Four Staffing contracts (see below)	Contract Number CM-1379/1380/1381 & 1401
Description Indefinite Quantity Contract to Provide Schedulers	
Total Amount \$9,000,000 each	
Contract Term (including Options, if any) 5 years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Procurement Type <input 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

I. PURPOSE/RECOMMENDATION:

To obtain Board approval to award four competitive Indefinite Quantity Multi-Agency Staffing contracts to Provide Schedulers to the firms listed below, for an estimated amount of \$9 million each, with a contract duration of 60 months and an overall budget of \$9 million. The work will be performed on an "as-needed" basis. Each task order comes with approved funding without obligating MTA participating agencies to commit a minimum amount to any of the four firms:

Contract Number/Firms

1. CM-1379-Dynamic Network Resources, Inc. (DNR)
2. CM-1380-Management Concepts Systems & Services, Inc. (MCSS)
3. CM-1381-Hill International, Inc. (Hill)
4. CM-1401-The Louis Berger Group, Inc. (LBG)

II. DISCUSSION:

This Request for Proposal (RFP) is an MTA Joint Agency Procurement for NYCT, Metro-North Railroad (MNR) and MTA Bus Company (MTABC). These contracts are estimated at \$7.5 million each for NYCT, \$800,000 for MTABC and \$700,000 for MNR for an estimated total value of \$9 million. Although each contract is for \$9 million, this is for award purposes only in the event one company provides all required staff. In actuality, only \$9 million overall is estimated to be expended. These four firms will provide temporary staff to provide program and project schedule control support for all phases of project design and construction. Other than current staff, each awardee gets a chance to fill vacancies. The prime responsibility of Schedule Control personnel is to assist various program areas by providing scheduling services to Construction Managers to more efficiently control and monitor their projects from pre-design phase to close-out. These services shall be performed under the general direction of the Construction Managers pursuant to the issuance of task orders by each agency. All MTA agencies were invited to join this procurement prior to beginning the solicitation. All but MNR and MTABC declined for reasons ranging from having no need for these services to having indefinite quantity design contracts that include these services as part of comprehensive task orders.

Eleven firms submitted proposals consisting of Schedule J-Responsibility Questionnaire, Technical Narrative, Cost Proposals and other supporting documentation in response to this one-step RFP. The Selection Committee (SC) reviewed the proposals and recommended the following eight firms make oral presentations: MCSS, Liro Engineers, Hill International, The Louis Berger Group, Greyhawk Construction Managers, The Kohl Group, L.J. Gonzer Associates and Dynamic Network Resources. The other three; URS Corporation, V.J. Associates and Secretariat International were not recommended as they failed to demonstrate that they understood the RFP intent of providing staff to augment in-house personnel as opposed to the management of scheduling projects. After oral presentations were made, the SC recommended MCSS, Hill, Louis Berger, DNR and Greyhawk for negotiations. Liro, Kohl and L.J. Gonzer were not recommended as their presentations revealed that they did not have enough qualified candidates and were not as

proactive in seeking new candidates as the selected five.

Negotiations with the five firms centered on average hourly rates, fixed fees and overhead rates. A review of the cost proposals indicated significant differences in prices. In order to streamline the evaluation process, the firms were asked to provide revised cost proposals based on separating rates for sub consultants and the prime consultants (LBG and Greyhawk have subs whose rates are lower); renewal discounts for continuing employees; other direct costs as well as buyout options. Subsequently, the firms submitted their Best and Final Offers (BAFOs) on September 2, 2009. Of the five firms under consideration for award, MCSS was the only firm that also submitted an Alternate proposal with rolled up rates with an overall cost reduction. The Base contract involves salary, overhead and profit. For evaluation purposes, projected labor hours used was by title. The following represents the total cost per firm. This cost consists of average direct rates, overhead, profit, out-of-pocket expenses and sub consultant mark-up where applicable. DNR: \$10,421,395; MCSS: Base proposal \$10,720,084 – Alternate proposal \$10,316,856; LBG: \$11,133,621; Hill: \$12,669,715 and Greyhawk: \$13,726,899.

The SC reconvened on October 2, 2009 to make final selections and unanimously selected DNR, LBG, Hill and MCSS' Alternate Proposal. Although MCSS's Alternate Price was lower overall, those rates amounted to about a 24% increase over the prior contract rates over a five year period, or approximately 5% per year for existing staff. As MCSS has five incumbent personnel providing scheduling services, Procurement determined that the 24% increase exceeded current market conditions. Thereafter, following discussions with MCSS regarding current personnel, MCSS reduced its rates to reflect an average annual increase of approximately 2.35%. The revised rates were acceptable as this concession brought MCSS' final cost to \$9,897,383 and saved NYCT an additional \$419,473. The MCSS Alternate Proposal of rolled up rates will be applicable only to the five incumbent Schedulers. New hires will be in accordance with the rates in the Base proposal.

These prices were considered fair and reasonable by both Procurement and participating agencies. These selections were based on the firms' ability to provide qualified schedulers at the best price. Greyhawk was not selected because its final price was not in the established competitive range.

Procurement's investigation of the selected firms disclosed no "significant adverse information (SAI)" within the meaning of the All Agency Responsibility Guidelines for DNR, MCSS and Hill. However, information that may be considered SAI was submitted by LBG. LBG answered "Yes" to question #3, Part IV of the Responsibility Questionnaire that it is the subject of pending investigation by the US Attorney's Office, pursuant to a Grand Jury subpoena, involving its contract work for the US Agency for International Development and the Department of Defense. This information does not directly impact this award as these contracts are job shopper type contracts and not for design or construction management services. An award to LBG will not be made until an SAI memo is signed by the Chairman and Chief Executive Officer of the MTA.

MBE/WBE

The Division of Business Programs established 0% goals for this project.

PREVIOUS WORK OF THE SELECTED CONSULTANTS FOR MTA OR AFFILIATES

MCSS - IQ Scheduling Support Services -CMM-1061, CM-1138, CM-1226 (NYCT)

DNR - IQ Cost Estimating and Cost Control – CM-1340 (NYCT)

HILL – On Call Construction Management Services – No. 5884 (LIRR); Independent Engineer's Certification Program – No. 2-01-02240-0-0 and 07263-0100 (MTAHQ)

LBG – IQ Environmental Services – CM-1182 (NYCT)

III. IMPACT ON FUNDING:

The cost of these contracts will be funded with 100% MTA funds provided on a task order basis by the individual capital project requiring these services. Task orders will not be issued until an approved WAR Certificate is received.

IV. ALTERNATIVES:

Perform the work using in-house personnel. Currently, there are insufficient in-house personnel resources 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.

Schedule D: Ratification of Completed Procurement Actions

Item Number: 1

Vendor Name (& Location) Diversified Electric Services, Inc (Seymour, CT)
Description Modification to high tension breakers and various other devices
Contract Term (including Options, if any) Immediate
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input 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: Immediate Operating Need

Contract Number 09B0050	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Amount: \$ 51,520.00	
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: Staten Island Railway, John Gaul	

Discussion:

It is requested that the Board ratify the declaration of an immediate operating need made by the Vice President, Materiel and approve the award of a contract for the modification of six high tension breakers, and various other related devices. In about 1987, the breakers and associated equipment were manufactured and installed by a contractor and later modified (in about 1991) by the Staten Island Railway (SIR) for maintenance purposes. In 2007, a SIR power maintainer was seriously injured when working on ancillary equipment. As part of its investigation, the Office of System Safety determined that, while the SIR modification of the breakers was not the root cause of the accident, the equipment should be modified to assure compliance with ANSI/IEEE standards. In mid-2008, cost proposals for the design, furnishing, installation and testing of modifications were obtained from the original equipment manufacturer (PACS at \$97K) and a second specialty firm (National Breakers Service at \$117K). The decision was made to use the services of the original equipment manufacturer. However, in winter 2008, commercial discussions ended due to the contractor raising unacceptable conditions in connection with its liability concerns. On February 23, 2009, the Vice President, Materiel approved the declaration of an immediate operating need (ION) to ensure the issuance of a contract by informal competition in time for the equipment modifications to be installed and tested starting immediately after the 2009 May – September embargo by Con Edison, which must provide alternate electrical power during the SIR maintenance shutdown. In spring 2009, cost proposals were obtained from the National Breakers Service (\$162,200 updated) and a third specialty firm (Diversified Electric Services at \$51,250). The latter firm has successfully performed maintenance and modifications of legacy power equipment for NYC Transit. Its proposal was found technically acceptable and the cost is considered fair and reasonable. On September 2, 2009, the contract was awarded pursuant to the ION. The work will be completed before the 2010 summer embargo.

Schedule K: Ratification of Completed Procurement Actions

Item Number: 2

Vendor Name (& Location) Battelle Memorial Institute (Columbus, OH)	
Description Consultant Services for the Communication Based Train Control System – Canarsie Line	
Contract Term (including Options, if any) February 23, 1998 – January 31, 2009	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Capital Program Management, Cosema E. Crawford	

Contract Number CM-1062	AWO/Modification # 9
Original Amount:	\$ 4,387,805.00
Prior Modifications:	\$ 2,488,103.00
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 6,875,908.00
This Request:	\$657,816.00 (not-to-exceed)
% of This Request to Current Amount:	9.6%
% of Modifications (including This Request) to Original Amount:	71.7%

Discussion:

This contract is to provide safety advice and recommendations regarding the implementation of the new technology Communications Based Train Control (CBTC) system, along the Canarsie line. NYC Transit is completing the implementation of signal modernization using CBTC on the entire Canarsie Line from the Canarsie Yard and Rockaway Parkway Station in Brooklyn to the 8th Avenue Station in Manhattan. Since late 2006, CBTC has been operational along the full length of the line (10 miles). NYC Transit Department of Car Equipment installed CBTC equipment on the R-143 fleet consisting of 212 cars, which were expected to be adequate for all forecasted Canarsie line passenger service. However, due to an unexpected increase in passenger demand, anticipated further growth and the need to maintain sufficient spare cars, it was determined that the R-143 fleet was not large enough. In June 2006, the Board approved several actions to accommodate this increased revenue service by using R-160 cars on Canarsie which are designed and delivered ready for installation of CBTC equipment by NYC Transit. On February 10th 2009, the CPM Senior VP & Chief Engineer approved a retroactive waiver for a not to exceed limit of \$250,000 to keep the project going while the modification is being negotiated. Soon after the submission of their proposal, Battelle lost several key personnel and was required to restructure their team. This took a significant amount of time as key personnel departed and the new proposal required a detailed review by MTA Audit and Procurement prior to negotiations. This retroactive modification is to extend the consultant contract term by an additional 26 months from February 1, 2009 to March 31, 2011 and to perform additional safety analysis task work including: integration of the R160 railcars with the CBTC system; provide safety analyses of vigilance devices (devices that ensure train operator alertness), ATO safety certification; safety assessment of the electronic relay devices in various NYC Transit application environments; and support safety certification activities during the extended project schedule of the existing Canarsie CBTC Signal contract. This modification includes \$139,000 of retroactive work. The modification has an average reduction in labor rates of 1.62%, and is within 1.2% of NYC Transit's estimate of \$649,974. The final price has been found to be fair and reasonable.

Schedule K: Ratification of Completed Procurement Actions

Item Number: 3

Vendor Name (& Location) Bay Boiler Rentals, Inc. (Brooklyn, NY)		Contract Number 09H0176	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Description Rental of a mobile boiler		Total Amount: \$474,800.00 (Est.)	
Contract Term (including Options, if any) Three years		Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a		Requesting Dept/Div & Dept/Div Head Name: Department of Subways, Steve A. Feil	
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: Immediate Operating Need			

Discussion:

On August 7, 2009, the Vice President, Materiel, declared an immediate operating need with respect to the need for the rental of a mobile boiler to meet the heating needs at the Coney Island Car Shop. It is requested that the Board ratify the award of a miscellaneous procurement contract to Bay Boiler Rentals, Inc. (Bay) for the rental of a mobile boiler at the site for three years. The high pressure steam heating plant at Coney Island Shop is approximately 80 years old and has exceeded its useful life expectancy. The heating plant is in need of an additional boiler to operate during the 2009-2010 heating season, and until permanent new additional boilers can be installed. The heating plant currently serves approximately 650 employees with heat during the cold weather months, and provides steam year-round for parts cleaning operations. As a result of the extra demand during the heating season, two boilers are needed to be operational at all times. Currently, two of the three boilers at the shop are shut down and considered to be in very bad condition. The remaining boiler is currently operational, but the Department of Subways does not believe that this single boiler will reliably operate or meet all of the shop's needs during the cold weather season. A capital project for the installation of new boilers within the next three years is now in the planning stages. In the meantime, the Department of Subways has requested the rental of a mobile boiler for three years, with an option to rent a second boiler. Quotes were sought from seven firms. Three quotes were received. Bay submitted the low quote with a total price of \$672,200, which includes the rental of one boiler for three years at \$474,800, plus the option to rent a second boiler for one year at \$197,400. The contractor will provide maintenance and around-the-clock repair services on two hours' notice from the Project Manager. On September 23, 2009, Bay was awarded this procurement and completed the installation of the boiler on October 13, 2009. Based on effective price competition, the quoted price is considered fair and reasonable.

Schedule K: Ratification of Completed Procurement Actions

Item Number: **4**

Vendor Name (& Location) L.K. Comstock & Co. (Corona, NY)	
Description Reconfiguration of the Corona Yard Signal System	
Contract Term (including Options, if any) September 18, 2006 – September 18, 2010	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Capital Program Management, Cosema E. Crawford	

Contract Number	AWO/Modification #
S-32726	51
Original Amount:	\$ 73,940,000.00
Prior Modifications:	\$ 1,491,885.00
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 75,431,885.00
This Request:	\$ 393,840.00
% of This Request to Current Amount:	0.5%
% of Modifications (including This Request) to Original Amount:	2.5%

Discussion:

The contract is for the Corona Yard signal system modernization and reconfiguration, including the installation of seven lay-up tracks, new four-story signal master control tower building complex, new relay room, yard lighting, signal power upgrade from 25 Hz to 60 Hz, and decommissioning of compressor house and equipment. The project will modernize the Yard to make it ready for the new CBTC and ATS-B technology scheduled to be installed on the Flushing Line. The contract was designed in-house. The modification is principally to revise the master tower communications wiring, panels and closets for ease of maintenance at a cost of approximately \$280,000. These revisions were requested by Subways after contract award. Also, the contract requires NYC Transit to provide SONET/ATM circuits, which are needed in 4Q2009 for the first phase of the migration of signal control operations to the new tower. However, the SONET/ATM network will not be completed until June 2010. Accordingly, the modification adds a 2,700', 100-pair communications cable for the new tower at a cost of approximately \$81,000. Upon completion of SONET/ATM, this cable will serve as backup and reserve for future communications growth. Finally, the modification relocates an existing emergency alarm to the new tower and extends two existing telephone lines from the car wash to the new tower. These revisions valued at approximately \$32,840. The contractor submitted an initial proposal of \$689,894. NYC Transit's revised estimate was \$387,775. Following negotiations, a lump sum price of \$393,840 was agreed upon and is considered to be fair and reasonable. Savings of \$296,054 were obtained. After final negotiations, the Senior Vice President, CPM signed a retroactive waiver on October 8, 2009 and the contractor was directed to proceed, to avoid NYC Transit delay to the beneficial use of the new master control tower and to the substantial completion date. The first phase of transition to the new tower is scheduled for February 2010, thus the communications work needed to enable the move had to begin immediately.

Item Number: 1-2

Vendor Name (& Location)	
Ove Arup & Partners Consulting Engineers P.C. (New York, NY)	
Description	
Design services for the Fulton Street Transit Center	
Contract Term (including Options, if any)	
August 1, 2003 – November 30, 2009	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
MTA Capital Construction, Michael Horodniceanu	

Contract Number	AWO/Modification #
CM-1252	30 & 32
Original Amount: (including options)	
	\$ 55,574,360.00
Prior Modifications:	\$ 23,229,886.00
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 78,804,246.00
This Request: Mod. #30 \$2,901,672 Mod. #32 \$9,340,152	
	\$ 12,241,824.00 (not-to-exceed)
% of This Request to Current Amount:	15.5%
% of Modifications (including This Request) to Original Amount:	63.8%

Discussion:

This contract is for design services on the Fulton Street Transit Center (FSTC) project. The FSTC will create a focal point for entry to the downtown rapid transit system. The center will connect to a new underground corridor into the World Trade Center site and improve connections and walkways to navigate among major subway routes in Lower Manhattan. In December 2007, MTACC sent out a single RFP for all the remaining construction work on the FSTC (Construction Contract Package 4) for proposals. Since MTACC received only one proposal, which was far in excess of the budget, the solicitation was cancelled. MTACC determined that a repackaging plan that segregated work types, extended the schedule, and allowed for specialty contractors to be able to competitively bid on smaller packages was in the best interests of the FSTC project. The FSTC Construction Contract Package 4 was divided into six smaller contract packages to progress the work and obtain more competitive bids. As previously reported, this repackaging effort has resulted in competitively priced construction bids while also extending the overall completion schedule to 2014. This repackaging effort has required several design consultant contract modifications, including the two presented below. A similar modification for additional consultant construction management services is also being presented in the November 2009 procurement package.

- Retroactive Modification No. 30 is for additional design services associated with construction of the Transit Center Building. The consultant will provide additional design services to produce construction contract drawings (design drawings and specifications for Divisions 2 through 19 as required) for a new construction contract bid solicitation package tentatively entitled "Package 4F: Transit Center Enclosure (A36125)." In order to meet the aggressive schedule set forth in the stimulus package and reduce potential schedule and cost impacts to the FSTC project, this modification was processed retroactively with an effective date of May 29, 2009. Similar to prior repackaging modifications approved by the Board, the scope of work includes nearly 1150 new and significantly revised drawings required to complete this large construction package. The final price is within 6.73% of the NYC Transit estimate and \$600,793 less than initially proposed by the contractor.
- Modification No. 32 will enable the consultant to continue to perform construction phase services (CPS) for an additional 60 months. The value of the base contract award for conceptual design and preliminary engineering plus planned options for Final Design and construction phase services (CPS) was \$55.5M, including only \$6.0M for CPS, far below the typical 30% allocation. MTACC always intended to request additional CPS funding once a final design was agreed upon. Additional design modifications worth \$20.4M incorporated Value Engineering changes and other design modifications without any additional funds for CPS. In addition, the initial CPS budget anticipated fewer construction packages than the nine currently planned. The additional construction packages have led to increases in drawing submissions, reviews and approvals and, in combination with the extended construction schedule, significantly increased contractor coordination requirements, compatibility issues, and the complexity of construction management and design interface. The CPS budget as currently configured represents 20% of the design cost, well below the 30% standard. The final price is within 4.71% of the revised NYC Transit estimate and \$278,898 less than initially proposed by the contractor. Accounting for the availability of \$3,630,768 of construction phase services funds remaining in the contract, only \$9,340,152 of new funding is required.

The final prices of both modifications were found to be fair and reasonable.

Item Number: 3

Vendor Name (& Location) Parsons Brinckerhoff Quade & Douglas and Bovis Lend Lease, a Joint Venture (New York, NY)	
Description Construction Consultant Management Services for FSTC	
Contract Term (including Options, if any) March 29, 2004 – December 31, 2009	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: MTA Capital Construction, Michael Horodniceanu	

Contract Number	AWO/Modification #
CM-1265	10
Original Amount:	
	\$ 18,972,397.00
Prior Modifications:	
	\$ 1,538,536.00
Prior Budgetary Increases:	
	\$ 0
Current Amount:	
	\$ 20,510,933.00
This Request:	
	\$ 22,258,944.00 (not-to-exceed)
% of This Request to Current Amount:	
	108.5%
% of Modifications (including This Request) to Original Amount:	
	125.4%

Discussion:

This contract with PB/Bovis JV is for construction consultant management (CCM) services for the Fulton Street Transit Center (FSTC). The original not-to-exceed amount was \$18,972,397 and the original duration was 53 months. Current approved modifications have increased the contract value to \$20,510,933 and extended the duration to 69 months to December 31, 2009.

This modification would extend the contract an additional 54 months to the end of June 2014 to coincide with the completion of construction of the Fulton Street Transit Center. This time extension is needed to provide the project management staffing and support services necessary to manage the estimated remaining \$568.0 million in construction through project completion. MTACC does not maintain adequate in-house staff to manage this project without the support service of a CCM contractor. Since PB/Bovis has been the CCM since 2004, its team is familiar enough with the project details to efficiently and effectively carry out the additional work set out in this contract modification. Three FSTC contracts have been completed for a total value of \$212.8 million and three contracts are currently in construction for \$274.9 million. The remaining work includes the Transit Center building, a contract in which PB/Bovis's expertise in managing building construction is particularly valuable. Total contract construction is estimated to cost over \$800 million.

When the CCM contract was awarded in 2004, MTACC forecasted construction activities to cost approximately \$500 million with a duration of 36 months to be completed by the end of 2007. The assumption for most of that period was that the major components of the FSTC project would be packaged into three to four separate contracts. By July 2005, construction had begun on the rehab of the 2/3 Fulton Street Station and the Dey Street Structural Box, both of which are now complete. However, the design of the Transit Center building was not yet complete and was being revised in an effort to control costs and incorporate additional requirements. A third contract for deconstruction and hazardous material abatement was issued in January 2007 and completed later that year.

In December 2007, a single RFP was sent out for all the remaining construction work on the FSTC (Construction Contract Package 4) for proposals. Since MTACC received only one proposal, which was far in excess of the budget, the solicitation was cancelled. MTACC determined that a repackaging plan that segregated work types, extended the schedule, and allowed for specialty contractors to be able to competitively bid on smaller packages was in the best interests of the project. The FSTC Construction Contract Package 4 was divided into six smaller contract packages to progress the work and obtain more competitive bids.

The proposed increase in the CCM contract budget and duration is the result of the specific workload implications of the changes in the project design and construction plan. One of the CCM's major tasks is to provide preconstruction support during design development, including contract packaging, constructability reviews, cost estimating, and procurement support. In particular, the CCM has expended a significant number of hours reviewing the various iterations of the design over the extended design period, carrying out constructability reviews of the numerous conceptual design/preliminary engineering and final design packages. In addition, the current nine-contract packaging plan is far more complex than the original, and the CCM has expended significant resources sequencing work.

This modification for CCM services is consistent with MTACC's integrated manpower plan through completion assumed in the plan presented to the MTA Board in May 2009 when the project budget was increased from \$847 million to \$1,400 million and forecast substantial completion changed to June 2014. The changes presented, including the customer benefit milestones defined, drive the resource requirements for the CCM.

The final price of \$24,998,678 is 4.6 percent lower than the MTACC final estimate of \$26,196,072. The final price considers an annual escalation of 2 percent on direct salary rates and has been found to be fair and reasonable. As there is a balance of approximately \$2,700,000 remaining in the contract; the amount requested for approval represents the additional funding required.

The Metropolitan Transportation Authority

**COMMITTEE ON OPERATIONS OF
THE NEW YORK CITY TRANSIT AUTHORITY,
THE MANHATTAN AND BRONX SURFACE TRANSIT
OPERATING AUTHORITY AND THE STATEN ISLAND
RAPID TRANSIT OPERATING AUTHORITY**

This Charter for the Committee on Operations of the New York City Transit Authority, the Manhattan and Bronx Surface Transit Operating Authority and the Staten Island Rapid Transit Operating Authority was adopted by the Board Chair and a majority of the members of Board of the Metropolitan Transportation Authority, a public benefit corporation established under the laws of the State of New York (together with any other entity or corporation for which the members of the Metropolitan Transportation Authority serve as a board of directors, the "MTA"), on this 29th day of July, 2004. This charter was amended on the 17th day of December, 2008 and further amended on December , 2009.

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I. PURPOSE

The Committee on Operations of the New York City Transit Authority, the Manhattan and Bronx Surface Transit Operating Authority and the Staten Island Rapid Transit Operating Authority (the "Committee") shall assist the Board Chair and the Board in fulfilling their responsibility to monitor and oversee the operations of the New York City Transit Authority, the Manhattan and Bronx Surface Transit Operating Authority and the Staten Island Rapid Transit Operating Authority (collectively, the "NYCT"). In addition to the Committee's oversight responsibilities over NYCT operations, the members of the Committee shall also separately assist the Board Chair and the Board in fulfilling their responsibility to monitor and oversee the operations of the MTA Bus Company.

II. COMMITTEE AUTHORITY

In discharging its role, the Committee is empowered to investigate any matter brought to its attention. To facilitate any such investigation, the chairperson of the Committee shall have access to all books, records, facilities and staff of the MTA, the NYCT and/or the MTA Bus Company. The foregoing is not intended to alter or curtail existing rights of individual Board members to access books, records or staff in connection with the performance of their fiduciary duties as Board members.

III. COMMITTEE MEMBERSHIP

The Committee shall consist of 3 or more members of the Board, appointed by the Board Chair. If not otherwise a member of the Committee, each Vice-Chair of the Board shall be an *ex officio* member of the Committee. The Board Chair shall appoint the chairperson and the vice-chairperson of the Committee. The vice-chairperson of the Committee shall be a person recommended to the Board by the Mayor of the City of New York. In the absence of the chairperson at a meeting of the Committee, the vice-chairperson shall chair such meeting. In the absence of the chairperson and the vice-

chairperson, the Board Chair shall appoint a temporary chairperson to chair such meeting. A member of the Committee may be removed, for cause or without cause, by the Board Chair.

IV. COMMITTEE MEETINGS

The Committee shall meet on a regularly-scheduled basis at least 11 times per year, and more frequently as circumstances dictate. The Committee shall cause to be kept adequate minutes of all its proceedings, which shall include records of any action taken. Committee members will be furnished with copies of the minutes of each meeting. Meetings of the Committee shall be open to the public, and the Committee shall be governed by the rules regarding public meetings set forth in the applicable provisions of the Public Authorities Law and Article 7 of the Public Officers Law that relate to public notice, public speaking and the conduct of executive session. The Committee may form and assign responsibilities to subcommittees when appropriate.

The Committee may request that any member of the Board, the Auditor General, any officer or staff of the MTA, the NYCT, the MTA Bus Company or any other person whose advice and counsel are sought by the Committee, attend any meeting of the Committee to provide such pertinent information as the Committee requests. The President of NYCT and the President of MTA Bus Company shall each (1) furnish the Committee with all material information pertinent to matters appearing on the Committee agenda relating to his or her respective organization, (2) provide the chairperson of the Committee with all information regarding the affairs of his or her respective organization that is material to the Committee's monitoring and oversight of the operations of such organization, and (3) inform the chairperson of the Committee of any matters not already on the Committee agenda that should be added to the agenda in order for the Committee to be adequately monitoring and overseeing the operations of his or her organization.

V. COMMITTEE REPORTS.

The chairperson of the Committee shall report on the Committee's proceedings, and any recommendations made.

VI. KEY RESPONSIBILITIES

The following responsibilities are set forth as a guide with the understanding that the Committee may diverge as appropriate given the circumstances. The Committee is authorized to carry out these and such other responsibilities assigned by the Board Chair or the Board from time to time, and take any actions reasonably related to the mandate of this Charter.

To fulfill its purpose, the Committee shall, with respect to NYCT:

1. monitor and update the Board Chair and the Board on the operating performance of NYCT, including information on subway and bus service, crime, safety and paratransit;

2. monitor and update the Board Chair and the Board on the finances of NYCT, including financial reports, ridership reports, and the use of funds by the NYCT;
3. review and make recommendations to the Board Chair and the Board regarding proposed procurement contracts of NYCT that require Board approval;
4. review and make recommendations to the Board Chair and the Board on proposed capital projects of NYCT and monitor the status of such projects;
5. review and make recommendations to the Board Chair and the Board regarding NYCT service and policy changes that require Board approval;
6. review periodically with the Counsel of the MTA, the Chief Compliance Officer, and the Counsel of NYCT: (i) legal and regulatory matters that may have a material impact on NYCT; and (ii) the scope and effectiveness of compliance policies and programs;

With respect to the MTA Bus Company, the Committee shall:

1. monitor and update the Board Chair and the Board on the operating performance of the MTA Bus Company;
2. monitor and update the Board Chair and the Board on the finances of the MTA Bus Company, including financial reports, ridership reports, and the use of funds by the MTA Bus Company;
3. review and make recommendations to the Board Chair and the Board regarding proposed procurement contracts of the MTA Bus Company that require Board approval;
4. review and make recommendations to the Board Chair and the Board on proposed capital projects of the MTA Bus Company and monitor the status of such projects;
5. review and make recommendations to the Board Chair and the Board regarding MTA Bus Company service and policy changes that require Board approval;
6. review periodically with the Counsel of the MTA, the Chief Compliance Officer, and the Counsel of the MTA Bus Company: (i) legal and regulatory matters that may have a material impact on the MTA Bus Company; and (ii) the scope and effectiveness of compliance policies and programs.

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In addition, the Committee shall have the following responsibilities:

1. conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter;
2. review and assess the adequacy of this Charter annually; and
3. report regularly to the Board Chair and the Board on Committee findings and recommendations and any other matters the Committee deems appropriate or the Board Chair or the Board requests, and maintain minutes or other records of Committee meetings and activities.



New York City Transit

SPECIAL REPORTS AND PRESENTATIONS: Automated Fare Collection/MetroCard Status

MetroCard Market Share

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

<u>Fare Media</u>	<u>September 2008</u>	<u>September 2009</u>	<u>Difference</u>
Cash	4.5%	4.2%	(0.3%)
Single-Ride Ticket	2.2%	1.9%	(0.3%)
Bonus Pay-Per-Ride	35.7%	35.9%	0.1%
Non-Bonus Pay-Per-Ride	7.5%	8.3%	0.7%
1-Day Farecard	0.8%	0.8%	0.0%
7-Day Farecard	15.5%	14.9%	(0.6%)
14-Day Farecard	1.9%	2.0%	0.1%
30-Day Farecard	<u>31.8%</u>	<u>32.1%</u>	0.2%
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.

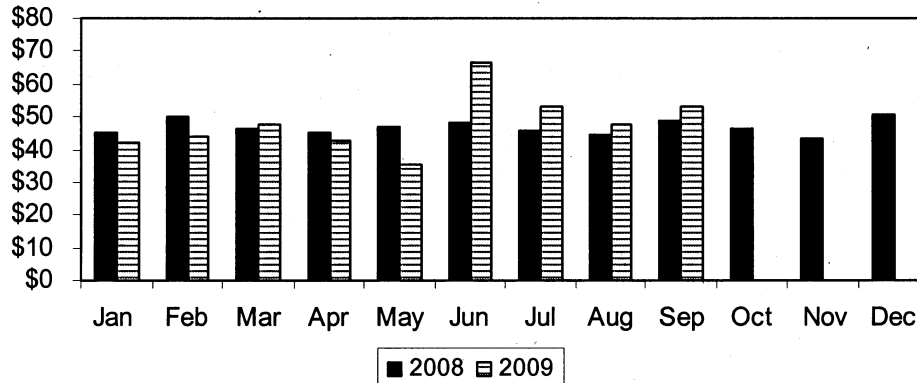
Effective March 2, 2008, the balance protection program was expanded to include the 7-day Unlimited Express Bus Plus MetroCard and the newly introduced 14-day Unlimited MetroCard. The number of validated balance-protection claims in September 2009 was 5,530, a 4.5 percent decrease from the same period last year. The average value of a credit issued was \$53.03.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$53.2 million in September 2009, an 8.4 percent increase compared to September 2008. Year-to-date sales totaled \$433.3 million, a 2.8 percent increase compared to the same period last year.

MetroCard Out-of-System Sales

(Sales in millions)



Retail Sales

There were 4,699 active retail merchant locations selling MetroCards, generating \$26.9 million in sales revenue during September 2009.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 229,333 MetroCards valued at approximately \$16.3 million were made in September 2009 to private employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$71.17. In addition, the number of employees enrolled in the annual Premium TransitChek MetroCard program was 90,290 for September 2009, generating an additional \$8.0 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$199.7 million, an 11 percent increase when compared to last year.

Mobile Sales Program

In September 2009, the Mobile Sales unit completed 205 site visits of which 144 were advertised locations. Fifty-four of these visits were co-sponsored by an elected official or community organization. A total of \$119,508 in revenue was generated. In September 2009, the Mobile Sales unit assisted and enabled 1,818 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 US Open (Queens).

Reduced-Fare Program

During September 2009, enrollment in the Reduced-Fare Program increased by 4,801 new customers, while 458 customers left the program. The total number of active customers in the program is 663,654. Seniors account for 538,513 or 81 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 19 percent or 125,141 customers. Reduced-fare customers added approximately \$4.9 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 September 2009, a total of 25,434 customers were enrolled in the program under this criterion.

EasyPay Reduced Fare Program

In September 2009, the EasyPay Reduced Fare program enrollment totaled 95,310 accounts. During the month, EasyPay customers accounted for approximately 1.6 million subway and bus rides with \$1.2 million charged to their accounts. Each account averaged 23 trips per month, with an average monthly bill of \$16.

EasyPay Xpress Pay-Per-Ride Program

In September 2009, the EasyPay Xpress PPR program enrollment totaled 21,531 accounts. During this month, Xpress PPR customers accounted for approximately 429,114 subway, express bus and local bus rides with \$1,044,378 charged to their accounts. Each account averaged 26 trips per month, with an average monthly bill of \$63.

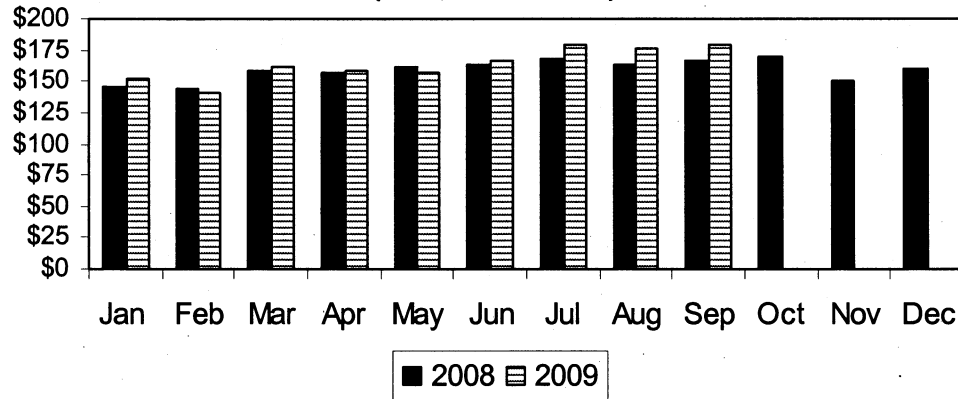
EasyPay Xpress Unlimited Program

In September 2009, the EasyPay Xpress Unlimited program enrollment totaled 2,181 accounts. During this month, Xpress Unlimited customers accounted for approximately 80,038 subway, bus and local bus rides with \$144,815 charged to their accounts. Each account averaged 47 trips per month with a fixed monthly bill of \$89.

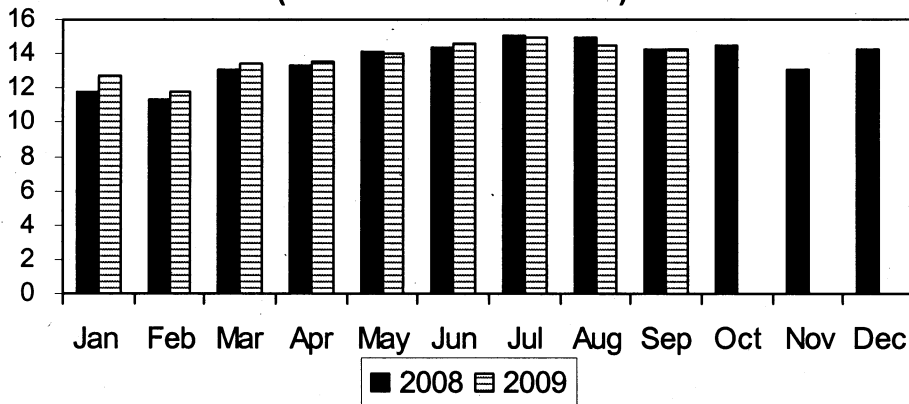
In-System Automated Sales

Vending machine sales (MVMs & MEMs) during September 2009 totaled \$179.4 million, on a base of 14.2 million customer transactions. Year-to-date, the number of transactions at vending machines is 123.8 million, an increase of 1.2% compared to the same period last year. During September 2009, MEMs accounted for 1,342,687 transactions resulting in \$32,227,936 in sales. Debit/credit card purchases account for 65 percent of total vending machine revenue, while cash purchases account for 35 percent. Debit/credit card transactions account for 35 percent of total vending machine transactions, while cash transactions account for 65 percent. The average credit sale is \$26.01, more than three times the average cash sale of \$6.77. The average debit sale is \$19.63.

Vending Machine Sales (Sales in millions)



Vending Machine Transactions (Transactions in millions)





STANDARD FOLLOW-UP REPORTS: TRANSIT ADJUDICATION BUREAU THIRD QUARTER

Key indicators for the quarter ending September 30, 2009 were mixed as compared with the same period in 2008. Statistical highlights from the report are shown below:

- Summons issuance decreased by 7.8 percent (from 29,600 to 27,300).
- TAB received 21,100 payments, a 5.7 percent decrease from 2008 third quarter payments of 22,400. This includes 1,500 payments from State tax refunds compared to 1,700 in 2008.
- TAB's payment rate for the quarter was 77.2% as opposed to 75.5% during the third quarter 2008.
- Revenue for the quarter totaled \$1,789,400, an increase of 1.0 percent from 2008 third quarter receipts of \$1,772,500. This includes receipts from State tax refunds relating to outstanding judgments from prior years totaling \$151,100 in 2009 compared to \$177,700 in 2008.
- Expenses decreased by 10.0 percent (\$1,256,200 versus \$1,396,000) compared to third quarter 2008. The decrease is the result of timing differences in receiving and processing invoices.
- TAB's revenues exceeded expenses by \$523,700 for this quarter compared to \$510,400 for the third quarter of 2008.

**MTA NEW YORK CITY TRANSIT
TRANSIT ADJUDICATION BUREAU
KEY INDICATORS
THIRD QUARTER 2009**

INDICATOR	3rd QTR 2009	3rd QTR 2008	Y-T-D 2009	Y-T-D 2008	ANNUAL TOTAL	
					2009 GOAL/EST *	2008 ACTUAL
ISSUANCE DATA						
Violations Issued	27,300	29,600	88,000	93,000	119,000	125,200
% With Telephone Data	66%	67%	68%	69%	70%	69%
% With Employer Data	23%	24%	25%	27%	27%	27%
PAYMENT DATA						
Number of Payments	21,100	22,400	86,500	94,300	107,000	116,700
Regular	19,600	20,700	62,100	66,900		88,200
State Tax Refund	1,500	1,700	24,400	27,400		28,500
Payment Rate	77.2%	75.5%	98.3%	101.5%	89.9%	93.3%
Amount Paid	\$1,789,400	\$1,772,500	\$8,406,400	\$8,321,200	\$10,300,000	\$10,270,100
Regular	\$1,638,300	\$1,594,800	\$5,258,800	\$4,681,500		\$6,504,600
State Tax Refund	\$151,100	\$177,700	\$3,147,600	\$3,639,700		\$3,765,400
Average Payment	\$84.80	\$79.23	\$97.16	\$88.19	\$96.26	\$87.97
Yield per NOV	\$65.47	\$59.80	\$95.49	\$89.47	\$86.55	\$82.06
REVENUE/EXPENSE DATA						
Revenue	\$1,779,900	\$1,906,400	\$8,407,800	\$8,687,300	\$10,120,000	\$10,682,400
Expenses	\$1,256,200	\$1,396,000	\$3,823,200	\$3,620,900	\$5,100,000	\$4,908,600
ADJUDICATIONS						
Total Cases Adjudicated	6,775	5,564	20,401	16,280	27,000	22,252
Admin Dismissals	690	785	2,413	2,444	N/A	3,182
Hearings	6,085	4,779	17,988	13,836	24,000	19,070

* 2009 Goal/Est derived at October, 2009

ELEVATOR AND ESCALATOR QUARTERLY REPORT

MTA / New York City Transit

Third Quarter - 2009

Elevator and Escalator Quarterly Performance Summary Third Quarter - 2009

Elevator Performance										
Borough	No. Units	Avg Age	Availability			Outages			Entrapments	Liftnet Y/N
			24 Hr	AM Peak	PM Peak	Total	Scheduled	Non-Scheduled		
Bronx	22	5.1	97.8%	97.7%	98.1%	179	60	102	17	22
Brooklyn	42	4.8	96.6%	97.5%	97.2%	408	182	210	16	42
Manhattan	91	7.3	96.5%	97.1%	96.5%	921	333	527	61	91
Queens	27	8.5	96.0%	96.8%	96.3%	222	69	144	9	27
System	182	6.4	96.6%	97.2%	96.8%	1730	644	983	103	182

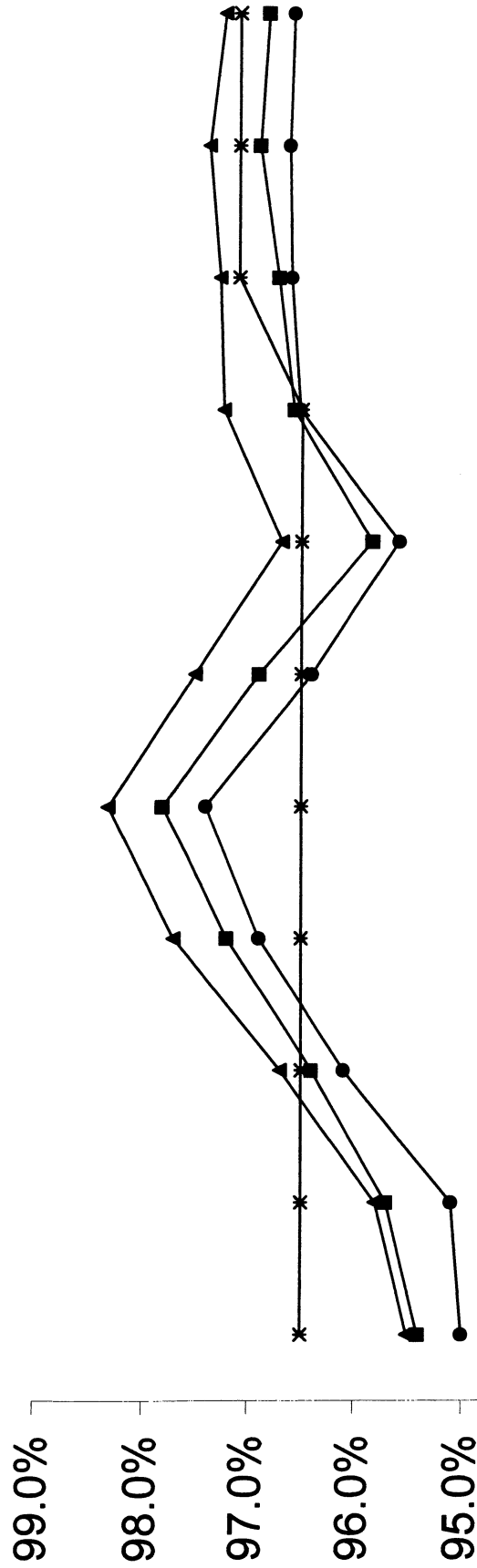
Escalator Performance										
Borough	No. Units	Avg Age	Availability			Outages			Entrapments	Liftnet Y/N
			24 Hr	AM Peak	PM Peak	Total	Scheduled	Non-Scheduled		
Bronx	12	9.8	92.0%	92.4%	89.9%	470	47	423	0	12
Brooklyn	31	8.3	92.8%	93.2%	92.6%	668	95	573	0	31
Manhattan	89	8.5	91.9%	92.1%	91.9%	1770	319	1451	0	89
Queens	44	9.1	93.4%	93.6%	93.4%	590	90	500	0	44
System	176	8.9	92.4%	92.7%	92.2%	3498	551	2947	0	176

Definitions : Availability measures the percent of time that a unit is running and available for customer service. All service outages, regardless of cause, count as downtime in the availability calculation. (Note: Units out of service for capital rehabilitation are excluded from the calculations)

AM Peak: 6 AM - 10 AM

PM Peak: 3 PM - 7 PM

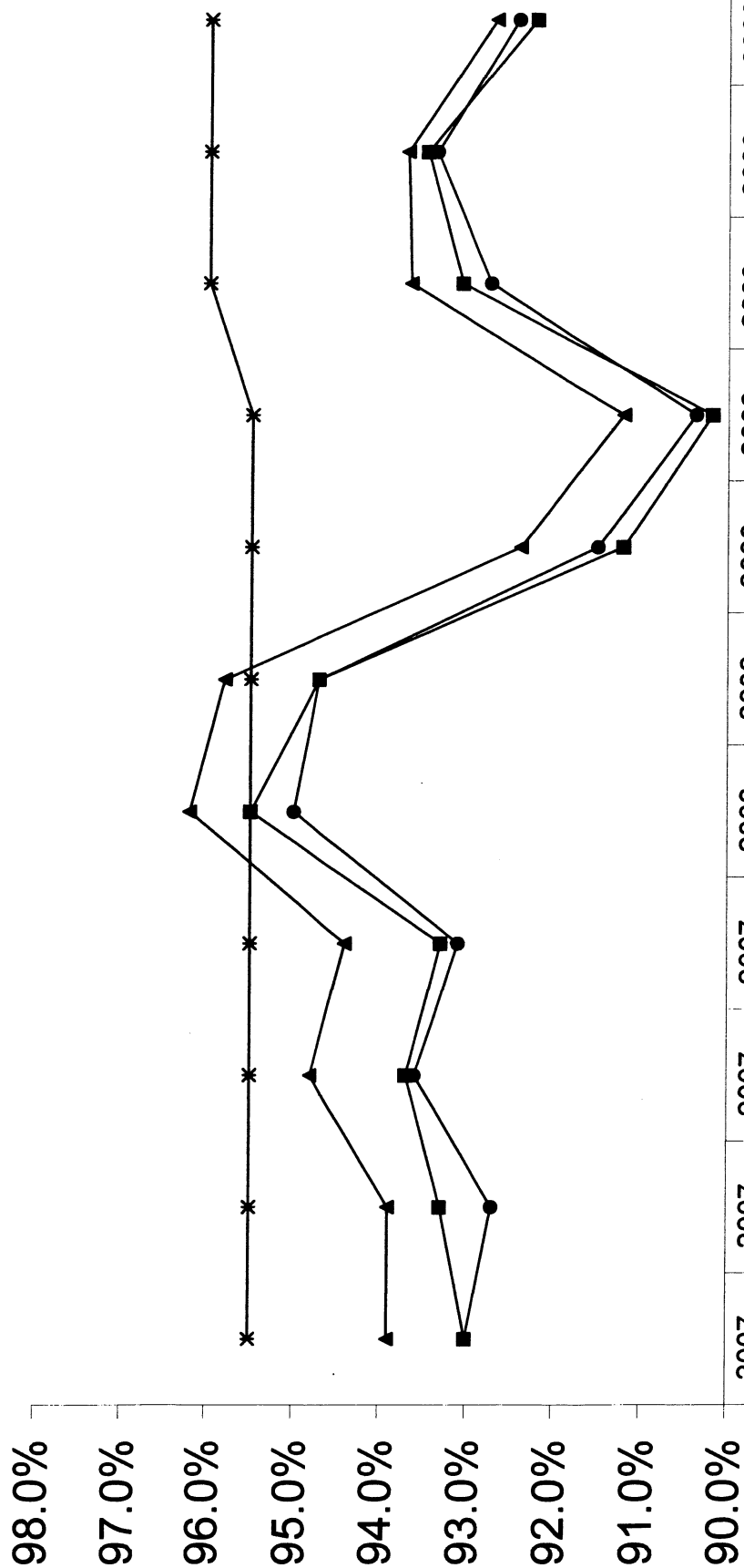
Passenger Elevator Availability



92.0%

Definitions : Availability measures the percent of time that a unit is running and available for customer service. All service outages, regardless of cause, count as downtime in the availability calculation. (Note: Units out of service for capital rehabilitation are excluded from the calculations)

Escalator Availability



Definitions : Availability measures the percent of time that a unit is running and available for customer service. All service outages, regardless of cause, count as downtime in the availability calculation. (Note: Units out of service for capital rehabilitation are excluded from the calculations)

**Elevator and Escalator
Quarterly Performance By Borough
Third Quarter - 2009**

Borough: Bronx

Unit ID	Age (Yrs)	Station	2009 Availability			2008 Availability 24 Hr	Outages			Entrapments	Liftnet Y/N
			24 Hr	AM Peak	PM Peak		Total	Scheduled	Non-Sched		
1 EL132	6	161 St-Yankee Stadium ④	91.4%	88.1%	89.9%	94.2%	32	3	23	6	Yes
2 EL133	6	161 St-Yankee Stadium ④	95.7%	98.4%	100.0%	98.8%	7	3	3	1	Yes
3 EL122	19	Pelham Bay Park ⑥	95.9%	93.8%	95.8%	99.1%	7	3	4	0	Yes
4 EL135	6	161 St-Yankee Stadium ③ ④	95.9%	95.4%	94.6%	88.4%	11	2	6	3	Yes
5 EL134	6	161 St-Yankee Stadium ③ ④	96.3%	95.4%	94.7%	99.3%	7	2	4	1	Yes
6 EL128	3	Simpson St ② ⑤	96.4%	91.8%	98.5%	91.6%	10	4	5	1	Yes
7 EL183	1	Gun Hill Rd ② ⑤	96.8%	97.2%	97.4%	97.7%	15	2	11	2	Yes
8 EL136	1	Pelham Pkwy ② ⑤	97.0%	97.1%	97.1%	79.9%	9	3	6	0	Yes
9 EL187	3	Fordham Rd ④	97.4%	95.3%	98.5%	99.6%	13	4	8	1	Yes
10 EL194	1	233 St ② ⑤	98.1%	97.1%	89.9%	94.9%	10	4	5	1	Yes
11 EL138	1	Pelham Pkwy ② ⑤	98.7%	100.0%	98.0%	99.4%	6	2	4	0	Yes
12 EL192	1	233 St ② ⑤	98.8%	100.0%	99.3%	98.4%	9	3	6	0	Yes
13 EL121	19	Pelham Bay Park ⑥	99.0%	99.9%	100.0%	96.1%	7	4	3	0	Yes
14 EL182	1	Gun Hill Rd ② ⑤	99.0%	99.9%	99.6%	93.8%	8	4	4	0	Yes
15 EL137	1	Pelham Pkwy ② ⑤	99.3%	100.0%	98.9%	99.5%	4	2	2	0	Yes
16 EL127	3	Simpson St ② ⑤	99.4%	99.9%	99.8%	86.3%	5	3	2	0	Yes
17 EL129	11	3 Av-149 St ② ⑤	99.4%	99.8%	100.0%	97.3%	3	3	0	0	Yes
18 EL193	1	233 St ② ⑤	99.4%	100.0%	100.0%	98.4%	3	3	0	0	Yes
19 EL130	11	3 Av-149 St ② ⑤	99.5%	99.9%	98.7%	99.4%	3	2	1	0	Yes
20 EL131	6	161 St-Yankee Stadium ④ ③ ④	99.6%	100.0%	99.4%	93.4%	5	1	3	1	Yes
21 EL186	3	Fordham Rd ④	99.6%	100.0%	100.0%	99.0%	2	2	0	0	Yes
22 EL188	3	Fordham Rd ④	99.6%	100.0%	98.9%	98.8%	3	1	2	0	Yes
22	5.1	Elevator Subtotal:	97.8%	97.7%	98.1%	95.9%	179	60	102	17	22
1 ES113	7	161 St-Yankee Stadium ④	84.5%	84.8%	83.1%	93.2%	45	6	39	0	Yes
2 ES108	16	Intervale Av ② ⑤	84.7%	83.0%	85.3%	67.4%	50	5	45	0	Yes
3 ES114	9	161 St-Yankee Stadium ④	88.0%	90.6%	79.3%	86.8%	60	6	54	0	Yes
4 ES121	19	Pelham Bay Park ⑥	90.6%	98.4%	85.6%	79.7%	44	4	40	0	Yes
5 ES106	4	West Farms Sq-E Tremont Av ② ⑤	90.8%	94.3%	89.3%	95.1%	71	4	67	0	Yes
6 ES122	12	Pelham Pkwy ② ⑤	92.3%	94.8%	88.3%	94.0%	37	7	30	0	Yes
7 ES104	3	Gun Hill Rd ② ⑤	93.3%	91.2%	88.4%	77.1%	43	2	41	0	Yes
8 ES123	12	Pelham Pkwy ② ⑤	93.6%	92.7%	88.9%	96.8%	37	6	31	0	Yes
9 ES120	19	Pelham Bay Park ⑥	93.8%	90.6%	95.8%	98.3%	33	2	31	0	Yes
10 ES105	3	Gun Hill Rd ② ⑤	96.9%	96.6%	98.0%	95.6%	25	3	22	0	Yes
11 ES111	7	Parkchester ⑥	97.9%	97.4%	97.1%	84.5%	16	1	15	0	Yes
12 ES112	7	Norwood-205 St ④	97.9%	94.7%	100.0%	97.3%	9	1	8	0	Yes
12	9.8	Escalator Subtotal:	92.0%	92.4%	89.9%	88.6%	470	47	423	0	12

**Elevator and Escalator
Quarterly Performance By Borough
Third Quarter - 2009**

Borough: Brooklyn

Unit ID	Age (Yrs)	Station	2009 Availability			2008 Availability 24 Hr	Outages			Entrapments	Liftnet Y/N
			24 Hr	AM Peak	PM Peak		Total	Scheduled	Non-Sched		
1 EL339	9	Franklin Av C S	69.7%	76.2%	70.9%	69.1%	28	5	15	8	Yes
2 EL312	8	Clark St 2 3	81.3%	82.5%	83.1%	93.8%	10	6	3	1	Yes
3 EL321	10	Church Av 2 5	88.6%	86.1%	90.5%	95.4%	16	3	13	0	Yes
4 EL342	2	Euclid Av A C	90.1%	94.2%	94.0%	96.9%	32	6	25	1	Yes
5 EL343	2	Euclid Av A C	91.4%	95.2%	93.9%	74.2%	25	7	18	0	Yes
6 EL375	0	Church Av F G	94.6%	93.9%	93.6%	99.3%	13	3	10	0	Yes
7 EL320	10	Church Av 2 5	95.2%	96.7%	93.9%	96.5%	9	4	5	0	Yes
8 EL340	9	Franklin Av C S	95.4%	97.3%	99.4%	97.8%	11	7	4	0	Yes
9 EL702	3	Coney Island-Stillwell Av D F N Q	95.4%	96.9%	94.6%	94.6%	19	2	17	0	Yes
10 EL318	13	Borough Hall 2 3 4 5	95.5%	95.6%	99.2%	99.8%	10	1	9	0	Yes
11 EL394	5	Flushing Av J M	95.7%	98.7%	95.8%	99.6%	11	1	10	0	Yes
12 EL395	5	Flushing Av J M	97.0%	99.9%	98.6%	97.7%	6	3	3	0	Yes
13 EL308	7	Court St M R	97.1%	97.1%	96.9%	95.6%	18	6	10	2	Yes
14 EL370	3	DeKalb Av B M O R	97.5%	98.6%	97.4%	99.1%	16	9	6	1	Yes
15 EL391	4	Marcy Av J M Z	98.0%	98.6%	97.8%	99.3%	13	7	6	0	Yes
16 EL309	7	Court St M R	98.3%	100.0%	98.0%	81.3%	6	4	2	0	Yes
17 EL302	4	Pacific St-Atlantic Av D M N R	98.5%	98.4%	98.5%	98.2%	5	4	1	0	Yes
18 EL382	5	Prospect Park B Q S	98.6%	98.4%	100.0%	99.4%	10	9	1	0	Yes
19 EL304	4	Atlantic Av 2 3	98.7%	98.8%	99.4%	99.3%	8	5	3	0	Yes
20 EL319	11	Brooklyn College-Flatbush Av 2 5	98.7%	100.0%	98.6%	72.2%	8	7	1	0	Yes
21 EL396	0	Myrtle-Wyckoff Avs L M	98.7%	100.0%	98.9%	97.1%	15	5	8	2	Yes
22 EL701	3	Coney Island-Stillwell Av D F N Q	98.8%	97.9%	98.6%	99.4%	7	3	4	0	Yes
23 EL322	4	Crown Hts-Utica Av 3 4	98.9%	100.0%	97.9%	99.4%	5	0	5	0	Yes
24 EL372	3	DeKalb Av B M O R	98.9%	98.4%	98.6%	98.8%	6	5	1	0	Yes
25 EL392	4	Marcy Av J M Z	98.9%	99.3%	100.0%	98.0%	10	9	1	0	Yes
26 EL397	0	Myrtle-Wyckoff Avs L	98.9%	99.8%	99.7%	99.1%	9	4	5	0	Yes
27 EL303	4	Pacific St-Atlantic Av D M N R	99.0%	99.5%	100.0%	98.5%	8	6	2	0	Yes
28 EL306	4	Atlantic Av 2 3	99.0%	100.0%	99.2%	96.8%	8	2	5	1	Yes
29 EL311	8	Clark St 2 3	99.0%	99.8%	100.0%	91.1%	5	4	1	0	Yes
30 EL383	5	Prospect Park B Q S	99.0%	99.9%	99.0%	99.6%	8	7	1	0	Yes
31 EL310	8	Clark St 2 3	99.1%	99.7%	99.5%	97.9%	6	4	2	0	Yes
32 EL371	3	DeKalb Av B M O R	99.1%	100.0%	98.7%	98.6%	7	6	1	0	Yes
33 EL393	5	Flushing Av J M	99.1%	100.0%	98.7%	94.6%	6	3	3	0	Yes
34 EL305	4	Atlantic Av 4 5	99.2%	99.9%	100.0%	99.7%	5	5	0	0	Yes
35 EL307	4	Atlantic Av B O	99.3%	99.8%	100.0%	67.6%	8	6	2	0	Yes
36 EL323	4	Crown Hts-Utica Av 3 4	99.4%	98.9%	98.7%	98.7%	3	1	2	0	Yes
37 EL317	13	Borough Hall 2 3 4 5	99.5%	100.0%	100.0%	99.4%	4	1	3	0	Yes
38 EL373	0	Church Av F G	99.5%	100.0%	100.0%	97.1%	4	3	1	0	Yes
39 EL341	2	Euclid Av A C	99.6%	99.8%	100.0%	99.3%	3	3	0	0	Yes
40 EL398	0	Myrtle-Wyckoff Avs M	99.6%	99.9%	100.0%	99.0%	2	2	0	0	Yes
41 EL301	4	Pacific St-Atlantic Av D M N R	99.7%	99.9%	100.0%	93.5%	3	3	0	0	Yes
42 EL374	0	Church Av F G	99.7%	100.0%	100.0%	99.8%	2	1	1	0	Yes
42	4.8	Elevator Subtotal:	96.6%	97.5%	97.2%	95.9%	408	182	210	16	42

**Elevator and Escalator
Quarterly Performance By Borough
Third Quarter - 2009**

Borough: Brooklyn

Unit ID	Age (Yrs)	Station	2009 Availability			2008 Availability 24 Hr	Outages			Entrapments	Liftnet Y/N
			24 Hr	AM Peak	PM Peak		Total	Scheduled	Non-Sched		
1 ES321	10	High St A C	46.1%	44.9%	47.7%	98.9%	5	0	5	0	Yes
2 ES346	6	Brighton Beach B Q	73.0%	72.3%	71.9%	69.3%	47	6	41	0	Yes
3 ES319	10	Jay St A C F	87.0%	85.3%	82.9%	96.5%	29	3	26	0	Yes
4 ES313	8	Smith-9 Sts F G	87.7%	88.5%	86.7%	98.3%	16	4	12	0	Yes
5 ES331	13	Broadway Junction A C J L Z	88.1%	91.6%	86.5%	86.0%	32	2	30	0	Yes
6 ES305	5	Court St M R	88.5%	91.1%	87.0%	97.8%	22	3	19	0	Yes
7 ES347	12	Broadway Junction A C J L Z	90.6%	90.3%	89.0%	96.4%	24	1	23	0	Yes
8 ES315	8	Smith-9 Sts F G	91.7%	89.4%	92.6%	98.7%	56	5	51	0	Yes
9 ES304	6	President St 2 5	92.1%	94.5%	90.3%	83.4%	33	4	29	0	Yes
10 ES320	10	Jay St A C F	92.1%	93.9%	93.9%	89.9%	7	5	2	0	Yes
11 ES335	5	West 8 St-NY Aquarium F Q	92.4%	92.4%	91.1%	94.0%	37	4	33	0	Yes
12 ES324	9	High St A C	94.2%	91.6%	97.1%	39.3%	48	3	45	0	Yes
13 ES330	12	Broadway Junction A C J L Z	94.6%	97.9%	93.2%	94.5%	25	4	21	0	Yes
14 ES332	5	Myrtle-Wyckoff Aves L M	94.6%	95.4%	91.3%	75.9%	33	4	29	0	Yes
15 ES323	10	High St A C	96.1%	97.3%	94.8%	96.5%	14	3	11	0	Yes
16 ES333	5	Myrtle-Wyckoff Aves L M	96.2%	95.6%	97.9%	92.4%	24	4	20	0	Yes
17 ES348	9	Smith-9 Sts F G	96.5%	96.5%	97.1%	94.3%	26	2	24	0	Yes
18 ES309	8	DeKalb Av B M Q R	96.9%	97.9%	94.8%	98.4%	27	3	24	0	Yes
19 ES318	9	Jay St A C F	97.0%	98.0%	96.5%	97.2%	25	4	21	0	Yes
20 ES316	8	Smith-9 Sts F G	97.1%	98.1%	96.8%	99.1%	19	2	17	0	Yes
21 ES308	8	DeKalb Av B M Q R	97.7%	95.1%	99.0%	95.2%	13	3	10	0	Yes
22 ES349	9	Smith-9 Sts F G	97.7%	97.9%	97.7%	88.0%	12	3	9	0	Yes
23 ES352	9	Franklin Av S	97.7%	99.4%	95.5%	98.8%	13	4	9	0	Yes
24 ES310	6	Atlantic Av B Q	97.8%	99.4%	96.7%	97.2%	12	3	9	0	Yes
25 ES306	5	Court St M R	98.0%	98.6%	98.4%	97.0%	16	4	12	0	Yes
26 ES307	8	Lawrence St M R	98.8%	100.0%	97.5%	98.6%	13	2	11	0	Yes
27 ES322	10	High St A C	98.8%	99.0%	99.1%	98.9%	17	1	16	0	Yes
28 ES317	9	Jay St A C F	99.0%	99.8%	97.6%	99.0%	9	3	6	0	Yes
29 ES350	11	High St A C	99.3%	100.0%	100.0%	99.1%	3	3	0	0	Yes
30 ES314	8	Smith-9 Sts F G	99.4%	99.4%	99.1%	97.3%	6	1	5	0	Yes
31 ES303	5	Borough Hall 2 3 4 5	99.6%	100.0%	100.0%	98.6%	5	2	3	0	Yes
31	8.3	Escalator Subtotal:	92.8%	93.2%	92.6%	92.4%	668	95	573	0	31

Elevator and Escalator Quarterly Performance By Borough Third Quarter - 2009

Borough: Manhattan

Unit ID	Age (Yrs)	Station	2009 Availability			2008 Availability	Outages			Entrapments	Liftnet Y/N
			24 Hr	AM Peak	PM Peak		Total	Scheduled	Non-Sched		
1 EL335	3	West 4 St A B C D E F V	69.3%	71.5%	70.5%	93.0%	14	5	7	2	Yes
2 EL201	7	51 St 6	77.7%	76.9%	78.0%	98.9%	8	3	4	1	Yes
3 EL112	11	168 St 1	85.9%	85.0%	85.4%	97.5%	13	3	9	1	Yes
4 EL115	7	190 St A	86.7%	86.0%	84.5%	93.3%	23	3	14	6	Yes
5 EL338	0	Chambers St 1 2 3	88.2%	90.5%	90.8%	0.0%	6	3	3	0	Yes
6 EL113	10	168 St 1	89.2%	89.9%	84.6%	98.8%	22	3	19	0	Yes
7 EL244	7	Grand Central-42 St 7	89.9%	90.9%	88.4%	71.0%	7	2	4	1	Yes
8 EL218	8	14 St-Union Sq L	90.2%	91.5%	90.8%	98.4%	13	3	9	1	Yes
9 EL325	7	Canal St 6	90.5%	92.2%	92.7%	91.8%	16	5	11	0	Yes
10 EL337	0	Chambers St 1 2 3	90.9%	89.5%	88.5%	0.0%	6	1	5	0	Yes
11 EL125	5	125 St 4 5 6	91.5%	92.1%	90.4%	90.3%	22	5	14	3	Yes
12 EL711	1	Bowling Green 4 5	91.8%	93.6%	92.2%	98.2%	16	3	13	0	Yes
13 EL202	7	51 St 6	92.6%	90.8%	90.9%	90.5%	11	4	7	0	Yes
14 EL108	9	181 St 1	93.6%	94.4%	92.9%	89.5%	27	2	17	8	Yes
15 EL245	3	Lexington Av-53 St E V	93.6%	95.4%	95.4%	96.8%	6	2	4	0	Yes
16 EL333	3	West 4 St A B C D E F V	93.6%	97.8%	96.8%	98.6%	15	9	5	1	Yes
17 EL144	3	125 St A B C D	93.7%	96.3%	86.6%	87.0%	34	4	26	4	Yes
18 EL227	6	34 St-Penn Station A	94.5%	96.9%	95.4%	99.2%	5	4	1	0	Yes
19 EL217	8	14 St-Union Sq L N O R W	94.6%	97.4%	89.4%	96.5%	19	5	14	0	Yes
20 EL219	8	14 St-Union Sq N O R W	94.7%	92.0%	94.1%	92.6%	9	3	6	0	Yes
21 EL117	6	181 St A	95.4%	95.7%	95.6%	98.7%	18	7	9	2	Yes
22 EL143	3	125 St A B C D	95.5%	96.3%	93.8%	95.0%	18	4	13	1	Yes
23 EL226	6	34 St-Penn Station C E	95.8%	98.1%	96.9%	98.9%	10	3	7	0	Yes
24 EL118	4	181 St A	95.9%	96.3%	95.0%	95.9%	14	1	10	3	Yes
25 EL402	19	Lexington Av-63 St F	95.9%	96.4%	92.7%	94.1%	16	1	15	0	Yes
26 EL116	3	190 St A	96.0%	95.7%	98.5%	96.2%	17	5	9	3	Yes
27 EL111	11	168 St 1	96.7%	99.5%	99.0%	85.0%	15	3	9	3	Yes
28 EL213	14	34 St-Herald Sq B D F N O R V W	96.7%	100.0%	97.0%	79.6%	17	12	5	0	Yes
29 EL221	6	14 St/8 Av A C E L	96.9%	95.4%	98.5%	99.4%	7	4	3	0	Yes
30 EL142	3	125 St A B C D	97.0%	98.4%	95.8%	96.7%	15	4	10	1	Yes
31 EL103	4	191 St 1	97.2%	98.6%	95.6%	97.3%	16	2	14	0	Yes
32 EL224	6	8 Av L	97.4%	97.8%	97.0%	98.2%	8	4	4	0	Yes
33 EL240	5	72 St 1 2 3	97.5%	96.8%	96.6%	98.8%	8	2	5	1	Yes
34 EL104	4	191 St 1	97.6%	95.9%	96.9%	96.2%	10	1	8	1	Yes
35 EL119	23	181 St A	97.8%	97.2%	97.7%	94.8%	7	2	5	0	Yes
36 EL140	1	168 St A C	97.8%	97.6%	100.0%	94.0%	9	6	3	0	Yes
37 EL204	18	Grand Central-42 St 4 5 6 7 S	97.8%	98.9%	95.7%	96.4%	20	3	15	2	Yes
38 EL211	15	34 St-Herald Sq N O R W	97.8%	99.1%	98.3%	99.0%	14	8	6	0	Yes
39 EL222	6	14 St A C E	97.9%	99.2%	99.8%	98.8%	8	4	4	0	Yes
40 EL281	0	57 St-7 Av N O R W	97.9%	97.3%	96.6%	0.0%	21	2	18	1	Yes
41 EL107	9	181 St 1	98.1%	98.9%	99.1%	95.2%	17	4	13	0	Yes
42 EL205	18	Grand Central-42 St 4 5 6	98.1%	99.3%	99.6%	99.2%	16	9	7	0	Yes
43 EL334	3	West 4 St A B C D E F V	98.1%	99.3%	98.5%	82.8%	12	9	2	1	Yes
44 EL214	4	34 St-Penn Station 1	98.2%	100.0%	100.0%	98.8%	9	9	0	0	Yes
45 EL220	8	14 St-Union Sq N O R W	98.2%	97.6%	99.2%	98.5%	8	4	3	1	Yes

**Elevator and Escalator
Quarterly Performance By Borough
Third Quarter - 2009**

Borough: Manhattan

	Unit ID	Age (Yrs)	Station	2009 Availability			2008 Availability	Outages			Entrapments	Liftnet Y/N
				24 Hr	AM Peak	PM Peak	24 Hr	Total	Scheduled	Non-Sched		
46	EL209	15	34 St-Herald Sq B D F V	98.3%	100.0%	100.0%	99.1%	11	9	2	0	Yes
47	EL216	5	34 St-Penn Station 1	98.3%	99.9%	100.0%	97.6%	9	9	0	0	Yes
48	EL126	19	125 St 4 5 6	98.4%	99.9%	98.3%	96.6%	11	5	6	0	Yes
49	EL210	15	34 St-Herald Sq B D F V	98.5%	99.0%	99.6%	99.0%	8	6	2	0	Yes
50	EL212	15	34 St-Herald Sq N Q R W	98.5%	100.0%	100.0%	96.4%	8	8	0	0	Yes
51	EL223	6	14 St A C E	98.5%	100.0%	100.0%	98.2%	7	4	3	0	Yes
52	EL228	6	34 St-Penn Station C E	98.5%	98.5%	100.0%	99.3%	5	3	2	0	Yes
53	EL233	2	Times Sq-42 St 1 2 3	98.5%	100.0%	98.1%	99.1%	9	5	4	0	Yes
54	EL105	6	191 St 1	98.6%	100.0%	100.0%	93.1%	10	4	4	2	Yes
55	EL141	1	168 St A C	98.6%	99.1%	99.2%	99.8%	8	5	2	1	Yes
56	EL314	16	Brooklyn Bridge 4 5 6	98.6%	99.2%	98.5%	98.0%	7	5	2	0	Yes
57	EL710	1	Bowling Green 4 5	98.6%	100.0%	97.7%	94.4%	13	3	10	0	Yes
58	EL123	19	175 St A	98.7%	98.1%	100.0%	98.9%	7	2	5	0	Yes
59	EL181	1	135 St 2 3	98.7%	98.3%	98.4%	99.0%	11	1	10	0	Yes
60	EL206	18	Grand Central-42 St 4 5 6	98.7%	100.0%	100.0%	98.6%	8	7	1	0	Yes
61	EL229	5	Times Sq-42 St N Q R W	98.7%	100.0%	100.0%	99.1%	8	7	1	0	Yes
62	EL215	9	34 St-Penn Station 2 3	98.9%	99.7%	100.0%	98.3%	5	4	1	0	Yes
63	EL225	6	34 St-Penn Station C E	98.9%	99.9%	98.5%	98.5%	5	2	3	0	Yes
64	EL730	0	South Ferry 1	98.9%	99.6%	98.0%	0.0%	10	4	6	0	Yes
65	EL120	23	190 St A	99.0%	100.0%	99.4%	96.7%	6	4	2	0	Yes
66	EL106	6	191 St 1	99.1%	98.4%	100.0%	93.0%	6	2	3	1	Yes
67	EL109	9	181 St 1	99.1%	100.0%	98.6%	98.8%	4	2	2	0	Yes
68	EL230	5	Times Sq-42 St N Q R W	99.1%	100.0%	100.0%	99.3%	7	5	2	0	Yes
69	EL235	0	47-50 Sts-Rockefeller Center B D F V	99.1%	98.2%	98.4%	0.0%	10	0	9	1	Yes
70	EL336	0	Chambers St 1 2 3	99.1%	100.0%	98.4%	0.0%	8	3	3	2	Yes
71	EL124	19	175 St A	99.2%	99.0%	99.7%	99.4%	7	3	4	0	Yes
72	EL149	9	Inwood-207 St A	99.2%	99.4%	98.3%	98.9%	7	0	6	1	Yes
73	EL139	1	168 St 1 A C	99.3%	99.4%	100.0%	93.4%	6	5	1	0	Yes
74	EL180	1	135 St 2 3	99.3%	99.9%	99.0%	97.1%	4	1	2	1	Yes
75	EL232	2	Times Sq-42 St 1 2 3 7	99.3%	100.0%	99.5%	99.2%	6	4	2	0	Yes
76	EL315	16	Brooklyn Bridge 4 5 6	99.3%	100.0%	100.0%	93.8%	7	4	3	0	Yes
77	EL324	7	Canal St 6	99.3%	100.0%	97.9%	98.7%	7	2	5	0	Yes
78	EL732	1	Fulton St 2 3	99.3%	100.0%	100.0%	91.1%	5	3	2	0	Yes
79	EL184	2	231 St 1	99.4%	98.5%	99.6%	98.4%	7	1	4	2	Yes
80	EL238	9	66 St-Lincoln Center 1	99.4%	100.0%	98.5%	99.3%	4	2	2	0	Yes
81	EL237	9	66 St-Lincoln Center 1	99.5%	100.0%	100.0%	98.9%	3	2	1	0	Yes
82	EL239	5	72 St 1 2 3	99.5%	99.8%	100.0%	99.2%	3	3	0	0	Yes
83	EL401	19	Lexington Av-63 St F	99.5%	99.9%	99.1%	98.7%	7	1	6	0	Yes
84	EL731	0	South Ferry 1	99.5%	100.0%	99.8%	0.0%	4	3	1	0	Yes
85	EL114	11	168 St 1	99.6%	100.0%	98.9%	98.7%	3	0	3	0	Yes
86	EL110	9	181 St 1	99.7%	100.0%	100.0%	98.5%	4	1	3	0	Yes
87	EL148	9	Inwood-207 St A	99.7%	100.0%	100.0%	99.2%	3	1	2	0	Yes
88	EL234	0	47-50 Sts-Rockefeller Center B D F V	99.7%	100.0%	100.0%	0.0%	4	1	2	1	Yes
89	EL185	2	231 St 1	99.8%	100.0%	100.0%	99.6%	2	1	1	0	Yes
90	EL236	0	47-50 Sts-Rockefeller Center B D F V	99.8%	100.0%	100.0%	0.0%	3	0	2	1	Yes
91	EL316	16	Brooklyn Bridge 4 5 6	99.8%	100.0%	100.0%	98.2%	2	1	1	0	Yes
	91	7.3	Elevator Subtotal:	96.5%	97.1%	96.5%	96.4%	921	333	527	61	91

Elevator and Escalator Quarterly Performance By Borough Third Quarter - 2009

Borough: Manhattan

Unit ID	Age (Yrs)	Station	2009 Availability			2008 Availability	Outages			Entrapments	Liftnet Y/N
			24 Hr	AM Peak	PM Peak		24 Hr	Total	Scheduled	Non-Sched	
1 ES343	5	Bowling Green 4 5	19.0%	19.1%	15.0%	96.7%	15	0	15	0	Yes
2 ES102	6	125 St 1	25.0%	24.7%	23.0%	88.5%	9	1	8	0	Yes
3 ES118	11	181 St A	48.5%	46.9%	47.4%	97.6%	21	2	19	0	Yes
4 ES232	2	34 St-Herald Sq B D F V	51.2%	50.0%	50.6%	98.1%	17	2	15	0	Yes
5 ES235	0	34 St-Herald Sq B D F V	56.1%	58.0%	52.1%	7.5%	34	2	32	0	Yes
6 ES256	19	Grand Central-42 St 4 5 6 7 S	64.4%	64.3%	66.2%	73.3%	11	2	9	0	Yes
7 ES101	7	125 St 1	69.0%	73.8%	66.0%	94.2%	52	2	50	0	Yes
8 ES231	2	34 St-Herald Sq B D F V	81.1%	82.8%	80.6%	66.0%	50	2	48	0	Yes
9 ES374	0	South Ferry 1	81.7%	81.5%	83.1%	0.0%	9	4	5	0	Yes
10 ES221	2	34 St-Herald Sq B D F N O R V W	86.9%	84.4%	85.0%	96.8%	30	1	29	0	Yes
11 ES115	7	145 St B D	88.4%	88.8%	88.0%	78.9%	50	3	47	0	Yes
12 ES371	0	South Ferry 1	88.8%	87.1%	87.8%	0.0%	13	2	11	0	Yes
13 ES217	2	Times Sq-42 St 7	89.8%	88.7%	86.6%	93.8%	55	11	44	0	Yes
14 ES218	2	Times Sq-42 St 7	90.7%	87.2%	92.6%	68.3%	52	6	46	0	Yes
15 ES238	9	7 Av B D E	91.6%	95.1%	93.0%	95.0%	14	7	7	0	Yes
16 ES116	7	145 St B D	91.8%	88.8%	90.8%	98.5%	13	3	10	0	Yes
17 ES222	2	34 St-Herald Sq B D F N O R V W	91.8%	91.4%	90.1%	98.0%	35	2	33	0	Yes
18 ES206	7	Grand Central-42 St 7	92.2%	93.9%	95.0%	97.4%	16	5	11	0	Yes
19 ES311	7	Whitehall St R W	92.6%	89.9%	91.7%	96.6%	54	5	49	0	Yes
20 ES239	9	5 Av-53 St E V	92.8%	95.3%	94.3%	91.5%	62	14	48	0	Yes
21 ES249	5	Lexington Av-59 St N R W	92.9%	93.3%	89.4%	93.8%	50	8	42	0	Yes
22 ES334	24	Bowery J M Z	93.1%	91.6%	93.9%	83.7%	12	1	11	0	Yes
23 ES246	11	Lexington Av-53 St E V	93.5%	90.4%	92.5%	96.3%	24	3	21	0	Yes
24 ES351	8	Whitehall St R W	93.6%	94.1%	93.9%	97.6%	5	1	4	0	Yes
25 ES211	10	59 St 4 5 6	93.7%	93.5%	97.9%	90.3%	34	3	31	0	Yes
26 ES229	2	34 St-Herald Sq B D F V	93.8%	92.3%	93.2%	56.6%	66	3	63	0	Yes
27 ES204	9	Grand Central-42 St 7	93.9%	93.9%	95.0%	98.9%	22	10	12	0	Yes
28 ES326	9	West 4 St A B C D E F V	94.4%	92.4%	93.9%	95.0%	13	4	9	0	Yes
29 ES224	2	34 St-Herald Sq B D F N O R V W	94.6%	99.2%	94.5%	99.6%	24	5	19	0	Yes
20 ES240	9	5 Av-53 St E V	94.7%	95.9%	95.3%	97.6%	32	8	24	0	Yes
31 ES409	19	Lexington Av-63 St F	94.8%	96.9%	95.4%	97.9%	4	2	2	0	Yes
32 ES119	11	181 St A	94.9%	92.1%	93.4%	98.1%	62	0	62	0	Yes
33 ES236	0	34 St-Herald Sq B D F V	94.9%	92.2%	96.0%	97.2%	40	3	37	0	Yes
34 ES369	0	South Ferry 1	94.9%	93.5%	91.6%	0.0%	18	2	16	0	Yes
35 ES403	19	Lexington Av-63 St F	95.0%	96.1%	97.5%	99.9%	7	1	6	0	Yes
36 ES372	0	South Ferry 1	95.3%	95.4%	94.1%	0.0%	8	1	7	0	Yes
37 ES269	5	Lexington Av-53 St E V	95.6%	94.3%	96.9%	95.2%	36	4	32	0	Yes
38 ES370	0	South Ferry 1	95.7%	95.2%	96.3%	0.0%	8	2	6	0	Yes
39 ES230	2	34 St-Herald Sq B D F V	95.9%	94.9%	94.2%	96.6%	26	1	25	0	Yes
40 ES301	9	Park Pl 2 3	96.0%	95.7%	96.5%	98.6%	16	9	7	0	Yes
41 ES401	19	Lexington Av-63 St F	96.0%	96.9%	95.6%	72.8%	9	4	5	0	Yes
42 ES245	11	Lexington Av-53 St E V	96.2%	95.3%	98.1%	98.2%	25	2	23	0	Yes
43 ES207	8	Grand Central-42 St 7	96.3%	98.5%	97.4%	98.4%	15	7	8	0	Yes
44 ES325	9	West 4 St A B C D E F V	96.4%	97.6%	96.9%	98.7%	14	4	10	0	Yes
45 ES328	9	Delancey St F	96.4%	95.8%	96.2%	96.0%	18	2	16	0	Yes
46 ES216	2	Times Sq-42 St 7	96.5%	97.0%	96.9%	84.7%	16	9	7	0	Yes

Elevator and Escalator Quarterly Performance By Borough Third Quarter - 2009

Borough: Manhattan

	Unit ID	Age (Yrs)	Station	2009 Availability			2008 Availability	Outages			Entrapments	Liftnet Y/N
				24 Hr	AM Peak	PM Peak	24 Hr	Total	Scheduled	Non-Sched		
47	ES243	12	Lexington Av-53 St E V	96.5%	94.7%	96.9%	98.4%	13	3	10	0	Yes
48	ES103	12	125 St 1	96.6%	96.3%	95.5%	99.3%	17	2	15	0	Yes
49	ES255	19	Grand Central-42 St 4 5 6 7 S	96.6%	98.0%	95.2%	99.3%	58	3	55	0	Yes
50	ES252	19	51 St 6	96.7%	98.9%	97.8%	99.4%	18	10	8	0	Yes
51	ES329	24	East Broadway F	96.8%	95.8%	96.1%	93.9%	16	3	13	0	Yes
52	ES212	9	59 St 4 5 6	96.9%	98.5%	99.3%	98.5%	17	7	10	0	Yes
53	ES405	19	Lexington Av-63 St F	97.1%	97.9%	96.5%	99.0%	11	2	9	0	Yes
54	ES208	8	Grand Central-42 St 7	97.2%	100.0%	99.6%	98.7%	13	7	6	0	Yes
55	ES242	10	5 Av-53 St E V	97.2%	98.4%	92.3%	100.0%	18	0	18	0	Yes
56	ES373	0	South Ferry 1	97.2%	99.8%	96.9%	0.0%	21	6	15	0	Yes
57	ES248	5	Lexington Av-59 St N R W	97.5%	98.5%	100.0%	93.0%	12	8	4	0	Yes
58	ES244	12	Lexington Av-53 St E V	97.7%	98.4%	98.0%	99.3%	10	5	5	0	Yes
59	ES402	19	Lexington Av-63 St F	97.7%	97.0%	96.9%	99.1%	4	2	2	0	Yes
60	ES234	0	34 St-Herald Sq B D F V	97.8%	98.0%	95.4%	95.0%	21	2	19	0	Yes
61	ES410	19	Lexington Av-63 St F	97.8%	96.2%	98.1%	98.9%	12	3	9	0	Yes
62	ES340	3	Bowling Green 4 5	98.0%	99.7%	98.9%	95.4%	16	7	9	0	Yes
63	ES209	6	Grand Central-42 St 7	98.2%	99.6%	99.6%	98.6%	16	4	12	0	Yes
64	ES214	10	59 St 4 5 6	98.3%	100.0%	98.5%	98.9%	7	3	4	0	Yes
65	ES233	0	34 St-Herald Sq B D F V	98.3%	99.4%	98.3%	54.1%	18	2	16	0	Yes
66	ES341	4	Bowling Green 4 5	98.3%	99.9%	99.3%	96.2%	12	3	9	0	Yes
67	ES302	9	Park Pl 2 3	98.4%	99.6%	100.0%	90.2%	12	6	6	0	Yes
68	ES339	4	Bowling Green 4 5	98.4%	99.2%	97.4%	90.1%	15	2	13	0	Yes
69	ES345	13	Bowling Green 4 5	98.4%	99.2%	100.0%	99.2%	12	6	6	0	Yes
70	ES404	19	Lexington Av-63 St F	98.4%	97.3%	100.0%	99.4%	13	1	12	0	Yes
71	ES406	19	Lexington Av-63 St F	98.4%	97.4%	100.0%	93.0%	11	1	10	0	Yes
72	ES237	9	7 Av B D E	98.6%	96.3%	100.0%	99.7%	8	2	6	0	Yes
73	ES241	10	5 Av-53 St E V	98.6%	99.0%	98.6%	99.7%	10	4	6	0	Yes
74	ES375	0	South Ferry 1	98.6%	96.6%	100.0%	0.0%	12	2	10	0	Yes
75	ES203	9	Grand Central-42 St 7	98.7%	99.8%	100.0%	88.2%	15	3	12	0	Yes
76	ES215	11	Lexington Av-59 St N R W	98.7%	100.0%	98.5%	97.6%	5	4	1	0	Yes
77	ES312	24	Whitehall St R W	98.7%	98.8%	99.4%	98.7%	10	3	7	0	Yes
78	ES336	5	Bowling Green 4 5	98.7%	99.8%	99.2%	98.9%	13	4	9	0	Yes
79	ES213	9	59 St 4 5 6	98.8%	99.4%	100.0%	97.5%	7	2	5	0	Yes
80	ES117	12	181 St A	98.9%	99.8%	98.4%	99.2%	9	3	6	0	Yes
81	ES337	5	Bowling Green 4 5	98.9%	99.9%	99.2%	98.0%	9	2	7	0	Yes
82	ES342	3	Bowling Green 4 5	98.9%	99.2%	98.4%	95.7%	10	2	8	0	Yes
83	ES205	7	Grand Central-42 St 7	99.0%	99.5%	99.0%	94.2%	12	3	9	0	Yes
84	ES210	6	Grand Central-42 St 7	99.0%	99.5%	100.0%	97.7%	11	4	7	0	Yes
85	ES223	2	34 St-Herald Sq B D F N Q R V W	99.0%	99.5%	99.7%	25.2%	11	3	8	0	Yes
86	ES327	9	Delancey St F	99.2%	98.9%	100.0%	97.5%	6	0	6	0	Yes
87	ES338	4	Bowling Green 4 5	99.2%	100.0%	97.5%	98.8%	5	2	3	0	Yes
88	ES408	19	Lexington Av-63 St F	99.2%	100.0%	98.7%	98.3%	4	2	2	0	Yes
89	ES407	19	Lexington Av-63 St F	99.6%	98.7%	100.0%	99.7%	4	1	3	0	Yes
	89	8.5	Escalator Subtotal:	91.9%	92.1%	91.9%	91.9%	1770	319	1451	0	89

**Elevator and Escalator
Quarterly Performance By Borough
Third Quarter - 2009**

Borough: Queens

Unit ID	Age (Yrs)	Station	2009 Availability			2008 Availability	Outages			Entrapments	Liftnet Y/N
			24 Hr	AM Peak	PM Peak	24 Hr	Total	Scheduled	Non-Sched		
1 EL412	20	Jamaica Center E J Z	75.7%	78.5%	74.0%	97.4%	9	2	5	2	Yes
2 EL405	19	21 St-Queensbridge F	85.3%	85.0%	86.1%	96.5%	13	1	12	0	Yes
3 EL404	19	Roosevelt Island F	89.8%	87.7%	90.0%	98.6%	6	1	5	0	Yes
4 EL413	20	Jamaica Center E J Z	90.9%	93.2%	92.3%	98.3%	14	1	13	0	Yes
5 EL425	1	Junction Blvd 7	94.3%	98.5%	92.4%	92.6%	15	4	10	1	Yes
6 EL407	19	21 St-Queensbridge F	94.6%	95.3%	95.6%	99.3%	9	1	8	0	Yes
7 EL408	20	Jamaica-Van Wyck E	95.2%	98.4%	94.6%	98.5%	6	1	4	1	Yes
8 EL409	20	Jamaica-Van Wyck E	95.6%	98.0%	98.5%	91.0%	10	5	4	1	Yes
9 EL432	3	Jamaica-179 St F	95.6%	94.2%	94.2%	81.9%	10	2	8	0	Yes
10 EL433	3	Jamaica-179 St F	96.3%	97.6%	97.3%	65.8%	13	0	10	3	Yes
11 EL420	2	74 St-Broadway 7	96.4%	94.5%	97.5%	95.0%	17	2	15	0	Yes
12 EL406	19	21 St-Queensbridge F	96.9%	99.6%	93.6%	88.0%	18	1	17	0	Yes
13 EL414	8	Flushing-Main St 7	96.9%	98.8%	99.1%	99.4%	14	10	4	0	Yes
14 EL423	2	74 St-Broadway 7	97.3%	99.5%	98.0%	98.1%	14	8	6	0	Yes
15 EL403	19	Roosevelt Island F	98.6%	97.9%	98.5%	99.1%	4	1	2	1	Yes
16 EL434	0	Kew Gardens-Union Tpke E F	98.8%	98.5%	99.6%	88.5%	8	2	6	0	Yes
17 EL436	0	Kew Gardens-Union Tpke E F	98.8%	99.8%	99.7%	99.7%	4	3	1	0	Yes
18 EL429	2	Queens Plaza E G R V	99.0%	99.7%	99.2%	99.4%	4	2	2	0	Yes
19 EL426	1	Junction Blvd 7	99.1%	100.0%	99.8%	99.2%	8	5	3	0	Yes
20 EL435	0	Kew Gardens-Union Tpke E F	99.2%	100.0%	100.0%	100.0%	5	3	2	0	Yes
21 EL427	1	Junction Blvd 7	99.3%	100.0%	100.0%	99.2%	5	3	2	0	Yes
22 EL421	2	Jackson Hts-Roosevelt Av E F G R V	99.5%	100.0%	100.0%	98.7%	2	2	0	0	Yes
23 EL428	2	Queens Plaza E G R V	99.5%	100.0%	100.0%	91.9%	4	2	2	0	Yes
24 EL411	20	Sutphin Blvd-Archer Av-JFK E J Z	99.6%	99.5%	100.0%	99.5%	4	1	3	0	Yes
25 EL422	2	Jackson Hts-Roosevelt Av E F G R V	99.6%	100.0%	100.0%	99.5%	3	3	0	0	Yes
26 EL430	2	Queens Plaza E G R V	99.6%	99.7%	100.0%	98.9%	2	2	0	0	Yes
27 EL431	3	Jamaica-179 St F	99.9%	100.0%	100.0%	99.2%	1	1	0	0	Yes
27	8.5	Elevator Subtotal:	96.0%	96.8%	96.3%	96.0%	222	69	144	9	27

**Elevator and Escalator
Quarterly Performance By Borough
Third Quarter - 2009**

Borough: Queens

Unit ID	Age (Yrs)	Station	2009 Availability			2008 Availability 24 Hr	Outages			Entrapments	Liftnet Y/N
			24 Hr	AM Peak	PM Peak		Total	Scheduled	Non-Sched		
1 ES453	17	74 St-Broadway 7	13.3%	11.0%	12.3%	98.4%	4	0	4	0	Yes
2 ES441	1	Jamaica Center E J Z	82.1%	83.8%	86.2%	97.4%	8	1	7	0	Yes
3 ES452	17	74 St-Broadway 7	82.2%	81.4%	82.0%	98.4%	31	2	29	0	Yes
4 ES434	20	Sutphin Blvd-Archer Av-JFK E J Z	82.5%	83.1%	83.5%	98.0%	3	0	3	0	Yes
5 ES455	9	Flushing-Main St 7	86.1%	85.0%	85.0%	59.3%	15	0	15	0	Yes
6 ES442	1	Jamaica Center E J Z	87.8%	84.3%	86.9%	90.9%	9	2	7	0	Yes
7 ES423	19	21 St-Queensbridge F	89.1%	88.8%	88.1%	99.3%	7	0	7	0	Yes
8 ES412	0	Roosevelt Island F	89.6%	88.3%	90.7%	0.0%	13	0	13	0	Yes
9 ES451	11	74 St-Broadway 7	90.2%	91.6%	89.6%	63.1%	50	2	48	0	Yes
10 ES421	19	21 St-Queensbridge F	90.3%	93.9%	89.6%	64.1%	10	2	8	0	Yes
11 ES414	1	Roosevelt Island F	91.1%	92.0%	88.4%	95.6%	57	2	55	0	Yes
12 ES456	9	Flushing-Main St 7	93.8%	95.2%	93.7%	87.3%	27	8	19	0	Yes
13 ES420	19	Roosevelt Island F	94.0%	93.4%	93.9%	98.4%	13	1	12	0	Yes
14 ES446	0	Jamaica Center E J Z	94.7%	94.4%	93.1%	97.7%	24	1	23	0	Yes
15 ES416	12	Roosevelt Island F	94.9%	91.5%	96.9%	71.1%	28	3	25	0	Yes
16 ES411	1	Roosevelt Island F	95.2%	96.5%	88.4%	97.6%	25	1	24	0	Yes
17 ES415	0	Roosevelt Island F	95.3%	95.9%	97.3%	0.0%	17	2	15	0	Yes
18 ES413	12	Roosevelt Island F	95.4%	94.5%	91.6%	63.9%	9	1	8	0	Yes
19 ES457	9	Flushing-Main St 7	95.5%	96.6%	92.9%	92.8%	25	2	23	0	Yes
20 ES422	19	21 St-Queensbridge F	96.1%	97.5%	96.9%	75.1%	10	3	7	0	Yes
21 ES443	0	Jamaica Center E J Z	96.5%	96.4%	94.5%	98.4%	16	2	14	0	Yes
22 ES440	0	Jamaica Center E J Z	96.6%	97.2%	96.2%	89.1%	6	1	5	0	Yes
23 ES426	19	21 St-Queensbridge F	97.6%	95.9%	98.5%	98.6%	8	5	3	0	Yes
24 ES450	9	74 St-Broadway 7	97.7%	99.3%	98.7%	97.6%	12	7	5	0	Yes
25 ES448	9	Woodside-61 St 7	98.2%	99.8%	97.2%	92.3%	10	4	6	0	Yes
26 ES428	0	Jamaica-Van Wyck E	98.3%	98.7%	99.3%	0.0%	11	3	8	0	Yes
27 ES427	0	Jamaica-Van Wyck E	98.5%	97.7%	100.0%	0.0%	6	3	3	0	Yes
28 ES435	20	Sutphin Blvd-Archer Av-JFK E J Z	98.5%	100.0%	99.5%	97.8%	4	0	4	0	Yes
29 ES444	0	Jamaica Center E J Z	98.5%	98.2%	99.2%	82.7%	13	3	10	0	Yes
30 ES430	1	Jamaica-Van Wyck E	98.6%	98.5%	98.8%	93.6%	4	2	2	0	Yes
31 ES437	20	Sutphin Blvd-Archer Av-JFK E J Z	98.6%	99.5%	99.2%	98.2%	11	9	2	0	Yes
32 ES418	19	Roosevelt Island F	98.7%	98.7%	99.8%	99.0%	9	1	8	0	Yes
33 ES438	1	Jamaica Center E J Z	98.7%	99.9%	99.6%	92.7%	20	3	17	0	Yes
34 ES445	0	Jamaica Center E J Z	98.7%	98.0%	99.2%	97.3%	15	1	14	0	Yes
34 ES419	19	Roosevelt Island F	98.8%	99.6%	100.0%	99.7%	9	1	8	0	Yes
36 ES431	1	Jamaica-Van Wyck E	98.8%	98.5%	100.0%	71.8%	8	4	4	0	Yes
37 ES439	1	Jamaica Center E J Z	98.8%	98.4%	100.0%	95.0%	11	2	9	0	Yes
38 ES447	1	Jamaica Center E J Z	98.8%	100.0%	98.5%	97.1%	9	1	8	0	Yes
39 ES449	9	74 St-Broadway 7	98.8%	98.5%	97.2%	98.8%	8	1	7	0	Yes
40 ES417	19	Roosevelt Island F	99.1%	100.0%	99.6%	98.9%	8	2	6	0	Yes
41 ES429	0	Jamaica-Van Wyck E	99.6%	99.8%	100.0%	0.0%	2	1	1	0	Yes
42 ES436	20	Sutphin Blvd-Archer Av-JFK E J Z	99.6%	99.5%	100.0%	98.9%	3	1	2	0	Yes
43 ES425	19	21 St-Queensbridge F	99.7%	100.0%	100.0%	98.3%	1	0	1	0	Yes
44 ES424	19	21 St-Queensbridge F	99.9%	99.5%	100.0%	90.6%	1	0	1	0	Yes
44	9.1	Escalator Subtotal:	93.4%	93.6%	93.4%	90.2%	590	90	500	0	44

ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
Bronx			
EL128	Simpson St 2 5	1	The entrapment on 9/29/09 was caused by the upper landing release roller assembly being out of adjustment.
EL131	161 St-Yankee Stadium 4 B D	1	The entrapment on 7/1/09 was caused by a defective pit switch that opened the safety circuit.
EL132	161 St-Yankee Stadium 4	6	The six entrapments were caused by a defective glass switch that was intermittently causing an open electrical circuit. The defective glass switch was replaced on 9/11/09. There was an entrapment on 10/14/09 that was caused by debris in the down acceleration port of the hydraulic control valve. This machine was removed from service following the completion of the world series to perform a complete hydraulic system overhaul.
EL134	161 St-Yankee Stadium B D	1	The entrapment on 8/8/09 was caused by the rated load of the machine being exceeded due to overcrowding of the car.
EL135	161 St-Yankee Stadium B D	3	The three entrapments were caused by a low voltage condition that resulted from a problem with the utility service due to high demand in the service grid area.
EL183	Gun Hill Rd 2 5	2	The two entrapments were caused by debris in the lower landing hatch door saddle preventing the doors from closing completely.
EL187	Fordham Rd 4	1	The entrapment on 9/29/09 was caused by a broken release roller assembly.
EL194	233 St 2 5	1	The entrapment on 8/13/09 was caused by a defective up direction control relay.
Brooklyn			
EL306	Atlantic Av 2 3	1	The entrapment on 9/1/09 was due to a problem with the door operator motor overload circuit.
EL308	Court St M R	2	The two entrapments were caused by a defective upper landing door clutch assembly.
EL312	Clark St 2 3	1	The entrapment on 9/25/09 was caused by a defective door open limit switch.
EL339	Franklin Av C S	8	The eight entrapments were caused by a defective leveling unit that intermittently would not signal the doors to open when the car was at the landing. The leveling unit was replaced and the front and rear door operations were adjusted this work was completed on 9/5/09 there have been no entrapment incidents following this repair work.
EL342	Euclid Av A C	1	The entrapment on 7/2/09 was caused by an open upper landing interlock circuit.
EL370	DeKalb Av B M O R	1	The entrapment on 7/16/09 was caused by a broken door stop roller.
EL396	Myrtle-Wyckoff Ays L M	2	The entrapment on 8/26/09 was caused by worn upper landing hatch door hanger rollers. The entrapment on 9/19/09 was caused by the lower landing hatch door interlock contacts not completing the circuit.

ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
Manhattan			
EL104	191 St 1	1	The entrapment on 7/22/09 was caused by the motor limit timer opening the control circuit.
EL105	191 St 1	2	The entrapment on 8/29/09 was caused by an overload of the door operator circuit. The entrapment on 9/16/09 was due to the control computer requiring a re-boot.
EL106	191 St 1	1	Two passengers were entrapped on 8/18/09 the machine was inspected and the cause of the entrapment could not be determined no defects were discovered.
EL108	181 St 1	8	The eight entrapments were caused by worn contacts in the control relays that intermittently affected the motor drive voltage causing the drive to fault. Both motor control relays (SAF & SAFB) were replaced on 9/21/09 and there have been no entrapment-incidents following this repair work.
EL111	168 St 1	3	The three entrapments were caused by open hatch door interlock circuits.
EL112	168 St 1	1	The entrapment on 7/24/09 was caused by the lower landing release roller assembly being out of adjustment.
EL115	190 St A	6	The six entrapments were caused by two defective electronic circuit boards in the control panel as well as an E-Prom chip that required reprogramming. The defective electronic components were replaced and hoist way control switches were adjusted on 8/14/09. There was an entrapment on 10/15/09 that was caused by worn contacts on the lower landing left side interlock switch. The contacts were replaced and there have been no additional entrapment incidents.
EL116	190 St A	3	The entrapment on 7/28/09 was caused by an open lower landing interlock circuit. The entrapment on 8/9/09 was caused by water intrusion corroding lower landing door lock contacts. The entrapment on 9/10/09 was caused by an open compensation switch that was tripped due to elongation of the compensation ropes.
EL117	181 St A	2	The two entrapments were caused by the motor limit timer opening the control circuit. due to problematic door operations.
EL118	181 St A	3	The entrapment on 7/27/09 was caused by the activation of the fire service due to a defective smoke detector. The entrapment on 8/3/09 was caused by a defective hatch door switch. The entrapment on 9/13/09 was caused by a brake fault.
EL125	125 St 4 5 6	3	The entrapment on 7/21/09 was caused by the release roller assembly being out of adjustment. The entrapment on 8/18/09 was caused by a defective uninterruptible power supply. The entrapment on 9/15/09 was caused by an open in the upper landing hatch door interlock circuit.
EL141	168 St A C	1	The entrapment on 8/12/09 was caused by debris that prevented the doors from completely closing.
EL142	125 St A B C D	1	The entrapment on 7/3/09 was caused by an overload of the door operator circuit.
EL143	125 St A B C D	1	The entrapment on 9/12/09 was caused by a defective limit switch.

ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL144	125 St A B C D	4	The four entrapments were caused by problems with the hydraulic door operator assembly that is manufactured by Atlantic Technical Incorporated. In an effort to eliminate this reoccurring problem a field meeting was conducted with application engineers from GAL Manufacturing to determine if there is enough space to install the standard NYCT door operator.
EL149	Inwood-207 St A	1	The entrapment on 7/24/09 was caused by worn hatch door hanger rollers.
EL180	135 St 2 3	1	The entrapment on 7/5/09 was caused by a defective top of car stop switch.
EL184	231 St 1	2	The two entrapments were caused by debris in the hatch door saddles.
EL201	51 St 6	1	The entrapment on 8/5/09 was caused by an open in the lower landing hatch door interlock circuit.
EL204	Grand Central-42 St 4 5 6 7 S	2	Reportedly passengers were entrapped on 7/4/09 & 7/6/09 following both incidents the machine was inspected and the cause of the entrapment could not be determined no defects were discovered.

Queens

EL403	Roosevelt Island F	1	Control reported passengers were entrapped on 9/15/09 the machine was inspected and the cause of the entrapment could not be determined no defects were discovered.
EL408	Jamaica-Van Wyck E	1	The entrapment on 7/14/09 was caused by a defective lower landing hatch door interlock.
EL409	Jamaica-Van Wyck E	1	The entrapment on 7/11/09 was caused by debris in the lower landing hatch door saddle.
EL412	Jamaica Center E J Z	2	The entrapment on 7/31/09 was caused by worn lower landing hatch door hanger rollers.
EL425	Junction Blvd 7	1	The entrapment on 8/21/09 was caused by corroded lower landing hatch doors.
EL433	Jamaica-179 St F	3	The entrapment on 7/24/09 was caused by debris in the upper landing hatch door saddle.
EL433	Jamaica-179 St F	3	The entrapment on 7/18/09 was caused by a defective door operator limit switch. Both entrapments on 9/9/09 & 9/19/09 were caused by a homeless man that locked himself inside the car so he could sleep.

ELEVATORS WITH LESS THAN 85% AVAILABILITY

Borough/ Unit	Location	24 Hr Availability	Comments
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BRONX

BROOKLYN

EL339	Franklin Av G5	69.7%	This elevator was out of service from 7/18/09 thru 7/22/09 to repair the lower level hatch doors that were damaged while releasing customers that were entrapped in the machine. This machine was also out of service from 8/21/09 thru 9/5/09 to replace a defective leveling system.
EL312	Clark St 23	81.3%	This elevator was out of service from 9/4/09 thru 9/18/09 due to a defective circuit board that controls speed and leveling adjustments.

MANHATTAN

EL335	West 4 St A6CDEEV	69.3%	This elevator was out of service from 7/9/09 thru 8/1/09 to replace the problematic hydraulic door operator that was manufactured by Atlantic Tech with an electrically operated unit manufactured by G.A.L.
EL201	51 St 6	77.7%	This elevator was out of service from 8/18/09 thru 9/6/09 to replace the corroded steel frame (water damage) for the lower landing hatch door assembly.

QUEENS

EL412	Jamaica Center EJZ	75.7%	This elevator was out of service from 8/21/09 thru 9/11/09 to repair the lower level hatch doors that were damaged while releasing customers that were entrapped in the machine.
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ESCALATORS WITH LESS THAN 85% AVAILABILITY

Borough/ Unit	Location	24 Hr Availability	Comments
BRONX			
ES113	161 St-Yankee Stadium 4	84.5%	This escalator shut down on numerous occasions due to multiple problems with the left side hand rail. The hand rail and speed sensors were replaced.
ES108	Intervale Av 2 5	84.7%	This escalator shut down on numerous occasions due to multiple activations of the bottom left up thrust switch, the lower left step turn around track and up thrust switch assembly was adjusted.
BROOKLYN			
ES321	High St A C	46.1%	This escalator was out of service from 6/22/09 thru 8/16/09 for the replacement of the step chain, axles and step wheels. The steps were also cleaned and painted.
ES346	Brighton Beach B O	73.0%	This escalator was out of service from 8/13/09 thru 8/24/09 to replace a defective brake unit and micro switch. The machine was out of service again from 9/12/09 thru 9/16/09 to replace a worn left side hand rail drive chain.
MANHATTAN			
ES343	Bowling Green 4 5	19.0%	This escalator has been out of service since 7/17/09 due to a defective step chain. NYCT believed we had a replacement chain for this machine in the storeroom, however when it was delivered to the job site it was different from the original. The replacement chain was supplied by the low bidder and not the original OEM; procurement has been working with us to correct this oversight. In the interim the defective chain was sent to a machine shop to be overhauled.
ES102	125 St 1	25.0%	This escalator was out of service from 7/1/09 thru 9/7/09 to replace the main drive shaft bearings.
ES118	181 St A	48.5%	This escalator was out of service from 8/4/09 thru 9/18/09 to replace a worn step chain and to repair damaged guide tracks.
ES232	34 St-Herald Sq B D F V	51.2%	This escalator has been out of service since 8/23/09 due to a failure of the main drive sprocket (broken teeth). This defect was reported to the contractor to correct as a warranty repair.
ES235	34 St-Herald Sq B D F V	56.1%	This escalator was out of service from 8/25/09 thru 10/6/09 due to a broken connecting pin on pawl brake assembly. The contractor replaced the pin with a larger size as a warranty repair.
ES256	Grand Central-42 St 4 5 6 7 S	64.4%	This escalator was out of service from 6/30/09 thru 7/31/09 to replace the step chain, clean the steps and replace the step wheels.
ES101	125 St 1	69.0%	This escalator was out of service from 8/28/09 thru 9/10/09 to replace a worn main hand rail drive sprocket. The machine was out of service again from 9/25/09 thru 10/9/09 to replace the left and right side hand rail drive chains.
ES231	34 St-Herald Sq B D F V	81.1%	This escalator was out of service from 8/27/09 thru 9/2/09 to replace a worn main drive chain and idler sprocket.
ES374	South Ferry 1	81.7%	This escalator was out of service from 8/3/09 thru 8/18/09 to allow the contractor to replace defective wiring in the lower landing safety circuit.

ESCALATORS WITH LESS THAN 85% AVAILABILITY

Borough/ Unit	Location	24 Hr Availability	Comments
QUEENS			
ES453	74 St-Broadway 7	13.3%	This escalator was out of service from 7/1/09 thru 8/24/09 to replace a defective reduction gear case assembly.
ES441	Jamaica Center E J Z	82.1%	This escalator was out of service from 8/15/09 thru 8/31/09 to allow the contractor to replace a defective brake switch that is covered under the warranty.
ES452	74 St-Broadway 7	82.2%	This escalator was out of service from 9/22/09 thru 10/8/09 to replace a damaged comb plate carrier assembly and safety switch linkage rods.
ES434	Sutphin Blvd-Archer Av-JFK E J Z	82.5%	This escalator was out of service from 9/12/09 thru 9/24/09 to replace a worn step chain and step wheels.



FINANCIAL AND RIDERSHIP REPORT

September 2009

(All data are preliminary and subject to audit)

Operating revenue year-to-date was \$4.6 million and in September, \$0.6 million, each under the forecast by less than \$0.1 million.

September 2009 average weekday ridership was 15,518, 11.7 percent (2,048 riders) under September 2008. Average weekday ridership for the twelve months ending September 2009 was 14,875, 6.9 percent (1,097 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 below the forecast year-to-date by \$1.0 million (3.1 percent). Labor was under by \$0.2 million (1.1 percent), mainly due to vacancies and absence control saving programs, partly offset by increased vacancy coverage requirements and the unfavorable timing of inter-company billings for health & welfare expenses. Non-labor expenses underran by \$0.8 million (6.4 percent), mostly from the favorable timing of inter-agency charges for fleet maintenance and lower than forecasted traction power charges (reduced consumption). In September, results were lower than the forecast by \$0.4 million (10.9 percent), essentially due to the same factors that impacted year-to-date results.

Depreciation expenses were under the forecast by \$1.4 million (19.1 percent) year-to-date and by \$0.4 million (35.8 percent) in September. 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 \$2.0 million year-to-date and \$0.2 million in September, each equal to the forecast.

The operating cash deficit (excluding subsidies) year-to-date was \$24.4 million, \$1.9 million (7.3 percent) under the forecast, mainly due to the timing of inter-agency charges for fleet maintenance.

Table 1

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

	Nonreimbursable			Reimbursable			Total		
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)		
	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast
Revenue									
Farebox Revenue	\$0.387	\$0.399	\$0.012	3.1	\$0.000	\$0.399	\$0.012	3.1	
Other Operating Revenue	0.220	0.187	(0.033)	(15.0)	0.000	0.187	(0.033)	(15.0)	
Capital and Other Reimbursements	0.000	0.000	0.000	-	0.000	0.037	(0.144)	(79.6)	
Total Revenue	\$0.607	\$0.586	(\$0.021)	(3.5)	\$0.181	\$0.037	(\$0.144)	(79.6)	\$0.623
Expenses									
Labor:									
Payroll	1.390	1.197	0.193	13.9	0.009	0.009	0.017	65.4	1.206
Overtime	0.042	0.082	(0.040)	(95.2)	0.014	0.014	0.074	84.1	0.096
Total Salaries & Wages	1.432	1.279	0.153	10.7	0.023	0.023	0.091	79.8	1.302
Health and Welfare	0.223	0.244	(0.021)	(9.4)	0.050	0.007	0.043	86.0	0.251
OPEB Current Payment	0.043	0.043	0.000	0.0	0.000	0.000	0.000	-	0.043
Pensions	0.437	0.443	(0.006)	(1.4)	0.008	0.005	0.003	37.5	0.448
Other Fringe Benefits	0.104	0.147	(0.043)	(41.3)	0.009	0.002	0.007	77.8	0.149
Total Fringe Benefits	0.807	0.877	(0.070)	(8.7)	0.067	0.014	0.053	79.1	0.891
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000
Total Labor Expenses	\$2.239	\$2.156	\$0.083	3.7	\$0.181	\$0.037	\$0.144	79.6	\$2.193
Non-Labor:									
Traction and Propulsion Power	0.275	0.226	0.049	17.8	0.000	0.000	0.000	-	0.226
Fuel for Buses and Trains	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000
Insurance	0.023	0.023	0.000	0.0	0.000	0.000	0.000	-	0.023
Claims	0.020	0.020	0.000	0.0	0.000	0.000	0.000	-	0.020
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000
Mtce. and Other Operating Contracts	1.350	1.035	0.315	23.3	0.000	0.000	0.000	-	1.035
Professional Service Contracts	0.035	0.035	0.000	0.0	0.000	0.000	0.000	-	0.035
Materials & Supplies	0.075	0.084	(0.009)	(12.0)	0.000	0.000	0.000	-	0.084
Other Business Expenses	0.001	0.000	0.001	100.0	0.000	0.000	0.000	-	0.001
Total Non-Labor Expenses	\$1.779	\$1.423	\$0.356	20.0	\$0.000	\$0.000	\$0.000	-	\$1.423
Other Expenses Adjustments:									
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000
Total Expenses before Depreciation and OPEB	\$4.018	\$3.579	\$0.439	10.9	\$0.181	\$0.037	\$0.144	79.6	\$3.616
Depreciation	1.050	0.674	0.376	35.8	0.000	0.000	0.000	-	0.674
Other Post Employment Benefits	0.225	0.225	0.000	0.0	0.000	0.000	0.000	-	0.225
Total Expenses	\$5.293	\$4.478	\$0.815	15.4	\$0.181	\$0.037	\$0.144	79.6	\$4.515
Net Surplus/(Deficit)	(\$4.686)	(\$3.892)	\$0.794	16.9	\$0.000	\$0.000	\$0.000	-	(\$3.892)
									\$0.794

Table 2

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

	Nonreimbursable				Reimbursable				Total			
	Favorable		Favorable		Favorable		Favorable		Favorable		Favorable	
	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast	Actual	Variance	Percent	Forecast
Revenue												
Farebox Revenue	\$3.195	\$0.026	0.8	\$0.000	\$0.000	\$0.000	-	\$3.195	\$3.221	\$0.026	0.8	
Other Operating Revenue	1.456	(0.059)	(4.1)	0.000	0.000	0.000	-	1.456	1.397	(0.059)	(4.1)	
Capital and Other Reimbursements	0.000	0.000	-	0.944	0.465	(0.479)	(50.7)	0.944	0.465	(0.479)	(50.7)	
Total Revenue	\$4.651	\$0.033	(0.7)	\$0.944	\$0.465	(\$0.479)	(50.7)	\$5.595	\$5.083	(\$0.512)	(9.2)	
Expenses												
Labor:												
Payroll	11.305	0.435	3.8	0.188	0.155	0.033	17.6	11.493	11.025	0.468	4.1	
Overtime	0.705	(0.111)	(15.7)	0.406	0.136	0.270	66.5	1.111	0.952	0.159	14.3	
Total Salaries & Wages	12.010	0.324	2.7	0.594	0.291	0.303	51.0	12.604	11.977	0.627	5.0	
Health and Welfare	2.132	(0.083)	(3.9)	0.241	0.088	0.153	63.5	2.373	2.303	0.070	2.9	
OPEB Current Payment	0.379	(0.001)	(0.3)	0.000	0.000	0.000	-	0.379	0.380	(0.001)	(0.3)	
Pensions	4.073	(0.005)	(0.1)	0.062	0.064	(0.002)	(3.2)	4.135	4.142	(0.007)	(0.2)	
Other Fringe Benefits	0.951	(0.020)	(2.1)	0.047	0.022	0.025	53.2	0.998	0.993	0.005	0.5	
Total Fringe Benefits	7.535	(0.109)	(1.4)	0.350	0.174	0.176	50.3	7.885	7.818	0.067	0.8	
Reimbursable Overhead	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-	
Total Labor Expenses	\$19.545	\$0.215	1.1	\$0.944	\$0.465	\$0.479	50.7	\$20.489	\$19.795	\$0.694	3.4	
Non-Labor:												
Traction and Propulsion Power	2.307	0.246	10.7	0.000	0.000	0.000	-	2.307	2.061	0.246	10.7	
Fuel for Buses and Trains	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-	
Insurance	0.201	0.000	0.0	0.000	0.000	0.000	-	0.201	0.201	0.000	0.0	
Claims	0.196	0.000	0.0	0.000	0.000	0.000	-	0.196	0.196	0.000	0.0	
Paratransit Service Contracts	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-	
Mtce. and Other Operating Contracts	8.298	0.527	6.4	0.000	0.000	0.000	-	8.298	7.771	0.527	6.4	
Professional Service Contracts	0.288	0.000	0.0	0.000	0.000	0.000	-	0.288	0.288	0.000	0.0	
Materials & Supplies	0.805	0.001	0.1	0.000	0.000	0.000	-	0.805	0.804	0.001	0.1	
Other Business Expenses	0.002	0.002	100.0	0.000	0.000	0.000	-	0.002	0.000	0.002	100.0	
Total Non-Labor Expenses	\$12.097	\$0.776	6.4	\$0.000	\$0.000	\$0.000	-	\$12.097	\$11.321	\$0.776	6.4	
Other Expenses Adjustments:												
Other	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-	
Total Other Expense Adjustments	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	
Total Expenses before Depreciation and OPEB	\$31.642	\$30.651	3.1	\$0.944	\$0.465	\$0.479	50.7	\$32.586	\$31.116	\$1.470	4.5	
Depreciation	7.107	5.752	19.1	0.000	0.000	0.000	-	7.107	5.752	1.355	19.1	
Other Post Employment Benefits	2.025	2.025	0.0	0.000	0.000	0.000	-	2.025	2.025	0.000	0.0	
Total Expenses	\$40.774	\$38.428	5.8	\$0.944	\$0.465	\$0.479	50.7	\$41.718	\$38.893	\$2.825	6.8	
Net Surplus/(Deficit)	(\$36.123)	(\$33.810)	6.4	\$0.000	\$0.000	\$0.000	-	(\$36.123)	(\$33.810)	\$2.313	6.4	

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

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH		YEAR-TO-DATE	
		Favorable/ (Unfavorable) Variance		Favorable/ (Unfavorable) Variance	
		\$	%	\$	%
Other Operating Revenue	Non Reimb.	(0.033)	(15.0%)	Lower Student Remb. and accruals	
Payroll	Non Reimb.	0.193	13.9%	Vacancy/absence control savings	
Overtime	Non Reimb.	(0.040)	(95.2%)	Timing of departmental requirements	(0.111) (15.7%)
Health and Welfare	Non Reimb.	(0.021)	(9.4%)	Timing of inter-company billing	
Other Fringe Benefits	Non Reimb.	(0.043)	(41.3%)	Timing of inter-company billing	
Traction and Propulsion Power	Non Reimb.	0.049	17.8%	Consumption underrun	0.246 10.7%
Mtce. And Other Operating	Non Reimb.	0.315	23.3%	Timing of fleet maintenance	0.527 6.4%
Materials and Supplies	Non Reimb.	(0.009)	(12.0%)	Timing of actual usage	
Other Business Expenses	Non Reimb.	0.001	100.0%	Timing of actual usage	0.002 100.0%
Capital and Other Reimbursements	Reimb.	(0.144)	(79.6%)	Timing of Contractor requirements	(0.479) (50.7%)
Payroll	Reimb.	0.017	65.4%	Timing of Contractor requirements	0.033 17.6%
Overtime	Reimb.	0.074	84.1%	Timing of Contractor requirements	0.270 66.5%
Health and Welfare	Reimb.	0.043	86.0%	Timing of Contractor requirements	0.153 63.5%
Pension	Reimb.	0.003	37.5%	Timing of Contractor requirements	
Other Fringe Benefits	Reimb.	0.007	77.8%	Timing of Contractor requirements	0.025 53.2%

Table 4

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

	Month			Year-to-Date		
	Forecast	Favorable (Unfavorable)		Forecast	Favorable (Unfavorable)	
		Actual	Variance		Actual	Percent
Receipts						
Farebox Revenue	\$0.387	\$0.414	\$0.027	\$3.201	\$3.174	(\$0.027) (0.8)
Investment Income	0.000	0.000	0.000	0.000	0.000	-
Other Operating Revenue	0.056	0.044	(0.012)	2.042	2.025	(0.017) (0.8)
Capital and Other Reimbursements	0.158	0.053	(0.105)	1.010	0.551	(0.459) (45.4)
Total Receipts	\$0.601	\$0.511	(\$0.090)	\$6.253	\$5.750	(\$0.503) (8.0)
Expenditures						
Labor:						
Payroll	1.790	1.614	0.176	11.809	11.318	0.491 4.2
Overtime	0.120	0.132	(0.012)	1.119	1.019	0.100 8.9
Health and Welfare	0.265	0.241	0.024	2.408	2.379	0.029 1.2
OPEB Current Payment	0.043	0.043	0.000	0.379	0.379	0.000 0.0
Pensions	0.445	0.448	(0.003)	4.135	4.142	(0.007) (0.2)
Other Fringe Benefits	0.089	0.154	(0.065)	1.016	1.180	(0.164) (16.1)
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 -
Total Labor Expenditures	\$2.752	\$2.632	\$0.120	\$20.866	\$20.417	\$0.449 2.2
Non-Labor:						
Traction and Propulsion Power	0.275	0.226	0.049	2.306	2.061	0.245 10.6
Fuel for Buses and Trains	0.000	0.000	0.000	0.000	0.000	0.000 -
Insurance	0.028	0.009	0.019	0.182	0.096	0.086 47.3
Claims	0.020	0.021	(0.001)	0.193	0.262	(0.069) (35.8)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000 -
Mtce. and Other Operating Contracts	1.400	1.105	0.295	7.817	6.150	1.667 21.3
Professional Service Contracts	0.035	0.017	0.018	0.255	0.239	0.016 6.3
Materials & Supplies	0.060	0.047	0.013	0.900	0.878	0.022 2.4
Other Business Expenditures	0.001	0.000	0.001	0.002	0.000	0.002 100.0
Total Non-Labor Expenditures	\$1.819	\$1.425	\$0.394	\$11.655	\$9.686	\$1.969 16.9
Other Expenditure Adjustments:						
Other	0.000	0.000	0.000	0.000	0.000	0.000 -
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000 -
Total Expenditures	\$4.571	\$4.057	\$0.514	\$32.521	\$30.103	\$2.418 7.4
Operating Cash Deficit	(\$3.970)	(\$3.546)	\$0.424	(\$26.268)	(\$24.353)	\$1.915 7.3

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

	MONTH		YEAR TO DATE	
	Favorable/ (Unfavorable)		Favorable/ (Unfavorable)	
	Variance	%	Variance	%
Operating Receipts or Disbursements	\$		\$	
Other Operating Revenue	(0.012)	(21.4%)	(0.459)	(45.4%)
Capital and Other Reimbursements	(0.105)	(66.5%)		
				Timing of contractor requirements
Payroll	0.176	9.8%		
				Timing of inter-company billing.
				Vacancy/absence control savings
Overtime	(0.012)	(10.0%)	0.100	8.9%
Health and Welfare	0.024	9.1%		
Other Fringe Benefits	(0.065)	(73.0%)	(0.164)	(16.1%)
				Timing of inter-company billing
Traction and Propulsion Power	0.049	17.8%	0.245	10.6%
Insurance	0.019	67.9%	0.086	47.3%
Claims	(0.001)	(5.0%)	(0.069)	(35.8%)
Mtce. and Other Operating Contracts	0.295	21.1%	1.667	21.3%
Professional Service Contracts	0.018	51.4%	0.016	6.3%
Materials and Supplies	0.013	21.7%		
Other Business Expenses	0.001	100.0%	0.002	100.0%
				Timing of actual usage

Table 6

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

	Month			Year-to-Date		
			Favorable (Unfavorable)			Favorable (Unfavorable)
	Forecast	Actual	Variance	Percent	Forecast	Actual
Receipts						
Farebox Revenue	\$0.000	\$0.015	\$0.015	-	\$0.006	(\$0.047)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000
Other Operating Revenue	(0.164)	(0.143)	0.021	12.8	0.586	0.628
Capital and Other Reimbursements	(0.023)	0.016	0.039	169.6	0.066	0.086
Total Receipts	(\$0.187)	(\$0.112)	\$0.075	40.1	\$0.658	\$0.667
Expenditures						
Labor:						
Payroll	(0.374)	(0.408)	(0.034)	(9.1)	(0.316)	(0.293)
Overtime	0.010	(0.036)	(0.046)	-	(0.008)	(0.067)
Health and Welfare	0.008	0.010	0.002	-	(0.035)	(0.076)
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.001
Pensions	0.000	0.000	0.000	-	0.000	0.000
Other Fringe Benefits	0.024	(0.005)	(0.029)	(120.8)	0.000	0.000
GASB Account	0.000	0.000	0.000	-	(0.018)	(0.187)
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000
Total Labor Expenditures	(\$0.332)	(\$0.439)	(\$0.107)	(32.2)	(\$0.377)	(\$0.622)
Non-Labor:						
Traction and Propulsion Power	0.000	0.000	0.000	-	0.001	0.000
Fuel for Buses and Trains	0.000	0.000	0.000	-	0.000	0.000
Insurance	(0.005)	0.014	0.019	380.0	0.019	0.105
Claims	0.000	(0.001)	(0.001)	-	0.003	(0.066)
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000
Mtce. and Other Operating Contracts	(0.050)	(0.070)	(0.020)	-	0.481	1.621
Professional Service Contracts	0.000	0.018	0.018	-	0.033	0.049
Materials & Supplies	0.015	0.037	0.022	146.7	(0.095)	(0.074)
Other Business Expenditures	0.000	0.000	0.000	-	0.000	0.000
Total Non-Labor Expenditures	(\$0.040)	(\$0.002)	\$0.038	-	\$0.442	\$1.635
Other Expenditures Adjustments:						
Other	0.000	0.000	0.000	-	0.000	0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000
Total Expenses before Depreciation and OPEB	(\$0.372)	(\$0.441)	(\$0.069)	(18.5)	\$0.065	\$1.013
Depreciation Adjustment	1.050	0.674	(0.376)	(35.8)	7.107	5.752
Other Post Employment Benefits	0.225	0.225	0.000	0.0	2.025	2.025
Total Expenditures	\$0.903	\$0.458	(\$0.445)	(49.3)	\$9.197	\$8.790
Total Cash Conversion Adjustments	\$0.716	\$0.346	(\$0.370)	(51.7)	\$9.855	\$9.457
Total						
Total Expenses before Depreciation and OPEB						
Total Expenditures						
Total Cash Conversion Adjustments						
Total						

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

<u>Function/Departments</u>	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
Executive	10	11	(1)
General Office	10	10	0
Purchasing/Stores	6	6	0
Operations			
Transportation	94	94	0
Maintenance			
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
Total Positions	267	266	1
Non-Reimbursable			
Reimbursable	264	263	1
	3	3	0
Total Full-Time	267	266	1
Total Full-Time-Equivalents	0	0	0

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

	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	12	13	(1)	
Professional, Technical, Clerical	14	14	0	Pending Attrition
Operational Hourlies	0	0	0	
Total Administration	26	27	(1)	
Operations				
Managers/Supervisors	7	8	(1)	
Professional, Technical, Clerical	4	3	1	Recruiting ahead of schedule
Operational Hourlies	83	83	0	Recruiting
Total Operations	94	94	0	
Maintenance				
Managers/Supervisors	8	8	0	
Professional, Technical, Clerical	3	3	0	
Operational Hourlies	136	134	2	Recruiting
Total Maintenance	147	145	2	
Engineering/Capital				
Managers/Supervisors	0	0	0	
Professional, Technical, Clerical	0	0	0	
Operational Hourlies	0	0	0	
Total Engineering/Capital	0	0	0	
Public Safety				
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	
Total Positions				
Managers/Supervisors	27	29	(2)	
Professional, Technical, Clerical	21	20	1	
Operational Hourlies	219	217	2	
Total Positions	267	266	1	

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

Month of September		Variance		Explanation
Mid-Year Forecast	Actual	Amount	Percent	
0.359	0.359	(0.000)	(0.0%)	
Year to Date				
3.043	3.044	0.001	0.0%	

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)**

	<u>Month of September</u>		<u>Variance</u>		<u>Explanation</u>
	<u>2008</u>	<u>2009</u>	<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.018	0.016	(0.002)	(11.7%)	Weak economy; lower student ridership due to late start of school year.
Average Weekend	0.007	0.007	0.000	5.8%	More rain on weekends in 2008.
<u>12-Month Rolling Average</u>					
Average Weekday	0.016	0.015	(0.001)	(6.9%)	Weak economy.
Average Weekend	0.007	0.007	0.000	2.2%	

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

MTA New York City Transit INVENTORY REPORT Third Quarter 2009

I. Actual Inventory Activity

Total inventory increased by \$0.6M during the third quarter. Year-to-date, total inventory increased by \$26.4M, with receipts exceeding issues by \$7.5M. Total adjustments included: an increase of \$10.6M in delivered new capital spare parts for the R160 trains; an increase of \$6.1M in delivered AFC (Automatic Fare Collection) material; an increase of \$4.3M due to a change in the valuation of previously delivered capital spare parts for the Orion Hybrid bus; a decrease of \$1.5M due to the removal of excess/obsolete material; and a decrease of \$0.3M in net difference between the turn-in and issue of rebuilt units valued at 50% of average unit price.

During the third quarter:

- Buses – drew down \$0.8M. Year-to-date inventory impact was no buildup or drawdown.
- Trains – drew down \$2.0M. Year-to-date inventory impact was \$2.8M in buildup.
- M of W (Maintenance of Way) – drew down \$3.7M. Year-to-date buildup of \$2.6M was largely due to material built up by Track.
- Other – built up \$1.8M. Year-to-date inventory impact was \$2.1M in buildup.

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

Total inventory increased by \$20.4M during the first nine months last year with receipts exceeding issues by \$17.3M.

- Buses – inventory built up \$0.8M last year compared to no buildup or drawdown this year.
- Trains – inventory built up \$9.7M last year compared to \$2.8M this year.
- M of W – inventory built up \$5.1M last year compared to \$2.6M this year.
 - Track (TRK) – inventory built up \$2.6M last year compared to \$3.4M this year. The higher level of buildup this year is due to the receipt of rail and resilient plates.
 - Infrastructure (INF) – inventory built up \$0.9M last year compared to \$0.4M this year.
 - Electrical (ELE) – inventory built up \$1.8M last year compared to \$0.5M this year.

MTA New York City Transit

- Administration (ADMIN) – inventory built up \$0.5M last year compared to no buildup or drawdown this year.
- Electronics Maintenance Division (EMD) – inventory drew down \$0.6M last year compared to a drawdown of \$1.7M this year.
- “Other” Department – inventory built up \$1.6M last year compared to \$2.1M this year.

III. 2009 Year End Budget Targets

The total year-end inventory target is \$302.2M, \$24.7M higher than the beginning balance of \$277.5M. The inventory target includes \$35.0M in expected deliveries of capital spare material, consisting of \$30.0M for the R160 trains, \$3.0M in AFC material, and \$2.0M in parts for the Orion Hybrid bus. In addition, the inventory target consists of an excess/obsolete removal goal of \$1.2M, and a revised overall inventory impact of \$9.1M in drawdown.

Currently, the total year-end inventory is projected to be \$307.4M, \$29.9M higher than the beginning balance. The amount of expected deliveries of new capital spare parts is estimated to be \$35.0M. In addition, it is projected there will be a year-end drawdown of \$7.1M as detailed below:

- Buses has an inventory impact goal of \$2.0M in drawdown. Currently, Buses is projected to achieve its budgeted drawdown, with receipts and issues within budget.
- Trains has a revised inventory impact goal of \$1.7M in drawdown. The original drawdown goal of \$3.0M was reduced to allow for buildup of WABTEC Tread Brake Unit (TBU) material which will be used in the 2010 and 2011 Scheduled Maintenance programs. This planned buildup of TBU material was necessary due to ongoing litigation which might prohibit NYCT from doing TBU business with WABTEC. Currently, Trains is projected to achieve its budgeted drawdown, with receipts and issues within budget.
- M of W has an overall drawdown goal of \$5.4M that consists of \$2.0M in drawdown for TRK, \$0.2M in drawdown for INF, and \$3.2M in drawdown for EMD. ELE and ADM are budgeted to have no inventory buildup or drawdown. Currently, TRK is projected to achieve its budgeted drawdown of \$2.0M. INF is projected to end the year with no buildup or drawdown. ELE is projected to have a drawdown of \$0.3M at year-end. ADM is projected to end the year with \$0.1M in drawdown. EMD is projected to end the year with \$2.0M in drawdown. Overall, M of W is projected to end the year with \$4.4M in drawdown, with receipts and issues over budget.

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- “Other” Department has an inventory impact goal of no buildup or drawdown. Currently, “Other” is projected to build up \$1.0M, with receipts and issues within budget. The expected buildup is due to the receipt of supplies purchased as part of NYCT’s pandemic influenza plan.

IV. Service Level

NYCT has a service level goal of 98.5% for fastmovers. During the third quarter this year, the service level was 98.5% for Buses and 98.2% for Trains.

V. Turns: 12-Month Rolling Average

Overall inventory turns decreased slightly from 1.3 last year to 1.2 this year.

**MTA Staten Island Railway
INVENTORY REPORT
Third Quarter 2009**

I. Actual Inventory Activity

Material forecasting for the current inventory reporting quarter has resulted in a year-to-date closing balance of \$2,350K and an associated inventory buildup amounting to \$78K. This is the result of a \$65K drawdown from the second quarter.

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

The prior period resulted in a closing balance of \$2,381K and an associated buildup of \$322K. This is the result of a \$3K buildup from the second quarter of the prior year.

III. 2009 Year-End Budget Target

The year-to-date third quarter buildup of \$78K reflects a drawdown of \$65K between the third and second quarters and a drawdown of \$79K between the second and first quarters. The Railway expects to utilize its surplus materials in the fourth quarter and achieve its projected inventory drawdown of \$50K.

IV. Service Level Rate

Data collection methodology is not yet available.

V. Turns: 12 Month Rolling Average

Average turns of 0.35 in the third quarter is virtually the same as 0.34 for the third quarter of the prior year. Hence, the overall ratio of inventory usage to average ending balance this year was on par with the prior year's.

MTA New York City Transit
INVENTORY REPORT
Third Quarter 2009

\$ in millions

	Buses	Trains	M of W ^(b)	Other ^(c)	Total
I. <u>Actual Inventory Activity</u>					
1. Opening Balance (1/01/09)	63.4	117.9	83.0	13.3	277.5
2. Receipts YTD	62.0	69.3	56.2	12.2	199.7
3. Issues YTD	62.0	66.5	53.6	10.2	192.3
4. Adjustments ^(a)	3.0	8.9	7.3	(0.2)	18.9
5. Closing Balance YTD (9/30/09)	66.4	129.5	92.9	15.1	303.9
6. Receipts More/(Less) than Issues	0.0	2.8	2.6	2.1	7.5
II. <u>Last Year's Year-to-Date Actuals</u>					
7. Opening Balance (1/01/08)	60.2	109.9	78.0	8.9	257.0
8. Closing Balance (9/30/08)	63.7	120.0	83.0	10.7	277.4
9. Receipts More/(Less) than Issues (9/30/08)	0.8	9.7	5.1	1.6	17.3
III. <u>2009 Year End Budget Targets</u>					
10. Budget Closing Balance (12/31/09)	62.5	146.1	80.4	13.3	302.2
11. Receipts More/(Less) than Issues (12/31/09)	(2.0)	(1.7)	(5.4)	0.0	(9.1)
IV. <u>Service Level Rate</u>					
12. Current Quarter Average Rate	98.5%	98.2%	N/A	N/A	
V. <u>Turns: 12 Month Rolling Average</u>					
13. Current: As of 9/30/09	1.7	1.1	1.0	1.2	1.2
14. Prior year: As of 9/30/08	1.9	1.0	1.0	2.2	1.3

^(a) Adjustments include inventory turn-ins, excess/obsolete removal, price adjustments, on-hand inventory adjustments, and net difference between the turn-in and issue of rebuilt units valued at 50% of AUP.

^(b) Inventory Table on the following page gives a breakdown of the divisions within M of W.

^(c) "Other" Department includes: Stations, miscellaneous departments, and Capital inventory.

Note: Any discrepancy of \$0.1M is due to rounding.

MTA New York City Transit
M of W Divisions
INVENTORY REPORT
Third Quarter 2009

\$ in millions

	TRK	INF	ELE	ADMIN	EMD	TOTAL
I. <u>Actual Inventory Activity</u>						
1. Opening Balance (1/01/09)	35.8	8.0	8.8	1.1	29.4	83.0
2. Receipts YTD	32.6	7.4	7.9	1.7	6.6	56.2
3. Issues YTD	29.2	7.0	7.4	1.8	8.3	53.6
4. Adjustments	(0.0)	0.1	0.1	0.0	7.1	7.3
5. Closing Balance YTD (9/30/09)	39.2	8.4	9.4	1.1	34.9	92.9
6. Receipts More/(Less) than Issues	3.4	0.4	0.5	(0.0)	(1.7)	2.6
II. <u>Last Year's Year-to-Date Actuals</u>						
7. Opening Balance (1/01/08)	31.1	7.2	9.3	0.5	29.9	78.0
8. Closing Balance (9/30/08)	33.7	8.1	11.2	1.0	29.0	83.0
9. Receipts More/(Less) than Issues (9/30/08)	2.6	0.9	1.8	0.5	(0.6)	5.1
III. <u>2009 Year End Budget Targets</u>						
10. Budget Closing Balance (12/31/09)	33.7	7.7	8.8	1.1	29.2	80.4
11. Receipts More/(Less) than Issues (12/31/09)	(2.0)	(0.2)	0.0	0.0	(3.2)	(5.4)
IV. <u>Service Level Rate</u>						
12. Current Quarter Average Rate	N/A	N/A	N/A	N/A	N/A	N/A
V. <u>Turns: 12 Month Rolling Average</u>						
13. Current: As of 9/30/09	0.9	1.1	1.1	2.1	1.1	1.0
14. Prior year: As of 9/30/08	1.0	0.7	0.9	2.3	1.1	1.0

Note: Any discrepancy of \$0.1M is due to rounding.

MTA Staten Island Railway
INVENTORY REPORT
Third Quarter 2009

\$ in thousands

	<u>Trains</u>	<u>M of W</u>	<u>Other</u>	<u>Total</u>
I. <u>Actual Inventory Activity</u>				
1. Opening Balance (1/01/09)	744	1,420	108	2,272
2. Receipts YTD	212	345	135	692
3. Issues YTD	229	242	143	614
4. Adjustments	0	0	0	0
5. Closing Balance YTD (9/30/09)	727	1,523	100	2,350
6. Receipts More/(Less) than Issues	(17)	103	(8)	78
II. <u>Last Year's Year-to-Date Actuals</u>				
7. Opening Balance (1/01/08)	668	1,288	103	2,059
8. Closing Balance (9/30/08)	782	1,499	100	2,381
9. Receipts More/(Less) than Issues (9/30/08)	114	211	(3)	322
III. <u>2009 Year End Budget Targets</u>				
10. Budget Closing Balance (12/31/09)	728	1,389	105	2,222
11. Receipts More/(Less) than Issues (12/31/09)	(16)	(31)	(3)	(50)
IV. <u>Service Level Rate</u>				
12. Current Quarter Average Rate	N/A	N/A	N/A	N/A
V. <u>Turns: 12 Month Rolling Average</u>				
13. Current: As of 9/30/09	0.4	0.2	1.7	0.4
14. Prior year: As of 9/30/08	0.4	0.2	1.3	0.3

