

Metropolitan Transportation Authority

PEG Monitoring Report

1st Quarter 2010

Metropolitan Transportation Authority
1st Quarter 2010
PEG/AABB Monitoring Summary - (Combined 2005 - 2010 PEGs and AABBs)
(\$ in millions)

MTA Agencies	2005 - 2010 PEGs & AABBs Monitored * (Full Year)		1st Quarter Results (ytd)				% of 2005 - 2010 Monitored PEGs & AABBs Implemented at end of Quarter
			"Planned" Savings	"Realized" Savings	Variance Fav/(Unfav)	"Realized" Savings as % of "Planned" Savings	
	Pos	(\$)	(\$)	(\$)	(\$)	(\$)	(\$)
New York City Transit	1858	143.391	29.671	29.323	(0.348)	98.8%	20.4%
Long Island Rail Road	163	40.578	7.463	2.750	(4.713)	36.8%	6.8%
Metro North Rail Road	57	34.592	4.744	4.744	0.000	100.0%	13.7%
MTA Bridges & Tunnels	28	16.383	4.095	3.931	(0.164)	96.0%	24.0%
MTA Headquarters	0	6.377	1.068	1.485	0.417	>100.0%	23.3%
Long Island Bus	19	1.749	0.000	0.000	0.000	N/A	0.0%
Staten Island Rail	0	0.000	0.000	0.000	0.000	N/A	N/A
MTA Bus Company	25	1.357	0.000	0.000	0.000	N/A	0.0%
MTA CONSOLIDATED	2,150	244.427	47.041	42.233	(4.808)	89.8%	17.3%

* The value of the monitored PEGs/AABBs reflects re-estimates captured through the February, 2010 Financial Plan and only includes those PEGs/AABBs with an annual value of \$1 million or more.

Metropolitan Transportation Authority
1st Quarter 2010
PEG/AABB Monitoring Summary - (2010 PEGs and AABBs)
(\$ in millions)

MTA Agencies	2010 PEGs & AABBs Monitored * (Full Year)		1st Quarter Results (ytd)				% of 2010 Monitored PEGs & AABBs Implemented at end of Quarter
			"Planned" Savings	"Realized" Savings	Variance Fav/(Unfav)	"Realized" Savings as % of "Planned" Savings	
	Pos	(\$)	(\$)	(\$)	(\$)	(\$)	(\$)
New York City Transit	920	74.975	10.210	10.129	(0.081)	99.2%	13.5%
Long Island Rail Road	33	8.720	0.000	0.000	0.000	N/A	0.0%
Metro North Rail Road	57	11.023	1.598	1.598	0.000	100.0%	14.5%
MTA Bridges & Tunnels	14	1.269	0.318	0.368	0.050	>100.0%	29.0%
MTA Headquarters	0	6.377	1.068	1.485	0.417	>100.0%	23.3%
Long Island Bus	19	1.749	0.000	0.000	0.000	N/A	0.0%
Staten Island Rail	0	0.000	0.000	0.000	0.000	N/A	N/A
MTA Bus Company	25	1.357	0.000	0.000	0.000	N/A	0.0%
MTA CONSOLIDATED	1068	105.470	13.194	13.580	0.386	>100.0%	12.9%

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Metropolitan Transportation Authority
1st Quarter 2010
PEG/AABB Monitoring Summary - (2009 PEGs and AABBs)
(\$ in millions)

MTA Agencies	2009 PEGs & AABBs Monitored * (Full Year)		1st Quarter Results (ytd)				% of 2009 Monitored PEGs & AABBs Implemented at end of Quarter
			"Planned" Savings	"Realized" Savings	Variance Fav/(Unfav)	"Realized" Savings as % of "Planned" Savings	
	Pos	(\$)	(\$)	(\$)	(\$)	(\$)	(\$)
New York City Transit	938	68.416	19.461	19.194	(0.267)	98.6%	28.1%
Long Island Rail Road	130	19.026	4.256	2.750	(1.506)	64.6%	14.5%
Metro North Rail Road	0	12.600	3.146	3.146	0.000	100.0%	25.0%
MTA Bridges & Tunnels	14	15.114	3.777	3.563	(0.214)	94.3%	23.6%
MTA Headquarters	0	0.000	0.000	0.000	0.000	N/A	N/A
Long Island Bus	0	0.000	0.000	0.000	0.000	N/A	N/A
Staten Island Rail	0	0.000	0.000	0.000	0.000	N/A	N/A
MTA Bus Company	0	0.000	0.000	0.000	0.000	N/A	N/A
MTA CONSOLIDATED	1,082	115.156	30.640	28.653	(1.987)	93.5%	24.9%

* The value of the monitored PEGs/AABBs reflects re-estimates captured through the February, 2010 Financial Plan and only includes those PEGs/AABBs with an annual value of \$1 million or more.

Metropolitan Transportation Authority
1st Quarter 2010
PEG/AABB Monitoring Summary - (2010 PEGs/AABBs)
(\$ in millions)

PEG Tracking #	PEG Name	2010 PEGs/AABBs Monitored * (Full-Year 10)		1st Quarter Results (ytd)			% of 2010 Monitored PEGs/AABBs Implemented at end of Quarter	
		Pos	(\$)	"Planned" Savings (\$)	"Realized" Savings (\$)	Variance Fav/(Unfav) (\$)		"Realized" Savings as % of "Planned" Savings (\$)
NYCT								
NYCT 10-01	Administrative Efficiencies - Buses	0	1.702	0.426	0.426	0.000	100.0%	25.0%
NYCT 10-02	Normal Replacement Savings	0	0.250	0.062	0.062	0.000	100.0%	24.8%
NYCT 10-03	Employee Facility Rehabilitation Savings - Buses	47	5.277	1.197	1.197	0.000	100.0%	22.7%
NYCT 10-04	Maintenance Efficiencies - Buses	26	4.756	1.188	1.188	0.000	100.0%	25.0%
NYCT 10-05	Maintenance Efficiencies - Car Equipment	28	1.457	0.108	0.108	0.000	100.0%	7.4%
NYCT 10-06	Non-Bus Material Reduction	0	1.119	0.279	0.279	0.000	100.0%	24.9%
NYCT 10-07	Station Cleaning	25	1.614	0.405	0.405	0.000	100.0%	25.1%
NYCT 10-08	Station Maintenance	22	1.829	0.456	0.333	(0.123)	73.0%	18.2%
NYCT 10-09	Station Painting	0	12.532	3.132	3.132	0.000	100.0%	25.0%
NYCT 10-10	Terminal Car Cleaning	58	4.124	1.032	1.032	0.000	100.0%	25.0%
NYCT 10-11	Fuel Economies	0	7.627	1.907	1.907	0.000	100.0%	25.0%
NYCT 10-12	Security Post Reductions	15	0.557	0.018	0.060	0.042	>100.0%	10.8%
Subtotal NYCT PEGs		221	42.844	10.210	10.129	(0.081)	99.2%	23.6%
NYCT 10-13 AABB	AABB Bus Service Reductions	550	24.500	0.000	0.000	0.000	N/A	0.0%
NYCT 10-14 AABB	Service - Subways Reductions	149	7.631	0.000	0.000	0.000	N/A	0.0%
Subtotal NYCT AABBs		699	32.131	0.000	0.000	0.000	N/A	0.0%
Total NYCT PEGs & AABBs		920	74.975	10.210	10.129	(0.081)	99.2%	13.5%
LIRR								
LIRR 10-01	Air Rights	0	3.000	0.000	0.000	0.000	N/A	0.0%
Subtotal LIRR PEGs		0	3.000	0.000	0.000	0.000	N/A	0.0%
LIRR 10-02 AABB	Further Reductions to Train Service	21	2.486	0.000	0.000	0.000	N/A	0.0%
LIRR 10-03 AABB	Reduce Fleet Maintenance	4	2.650	0.000	0.000	0.000	N/A	0.0%
LIRR 10-04 AABB	Reduce Crew Extra Staffing List	8	0.584	0.000	0.000	0.000	N/A	0.0%
Subtotal LIRR AABBs		33	5.720	0.000	0.000	0.000	N/A	0.0%
Total LIRR PEGs & AABBs		33	8.720	0.000	0.000	0.000	N/A	0.0%
MNR								
MNR 10-01	Administration Position Reductions	10	1.170	0.311	0.311	0.000	100.0%	26.6%
MNR 10-02	TVM Strategy	13	1.097	0.269	0.269	0.000	100.0%	24.5%
MNR 10-03	T&E Savings from Reduce Deadhead Equipment Trains	4	1.133	0.278	0.278	0.000	100.0%	24.5%
MNR 10-04	Security Plan - GCT Halls/Trainshed Fire Safety	12	1.245	0.305	0.305	0.000	100.0%	24.5%
MNR 10-05	West of Hudson Service Plan	0	1.740	0.435	0.435	0.000	100.0%	25.0%
MNR 10-06	East of Hudson Service Plan	9	2.238	0.000	0.000	0.000	N/A	0.0%
Subtotal MNR PEGs		48	8.623	1.598	1.598	0.000	100.0%	18.5%
MNR 10-07 AABB	Reduce Car Consists and Incr. Train Occupancy for East of Hudson Lines	0	1.400	0.000	0.000	0.000	N/A	0.0%
MNR 10-08 AABB	Reduce Service for East of Hudson, Net of Revenues	9	1.000	0.000	0.000	0.000	N/A	0.0%
Subtotal MNR AABBs		9	2.400	0.000	0.000	0.000	N/A	0.0%
Total MNR PEGs & AABBs		57	11.023	1.598	1.598	0.000	100.0%	14.5%
B&T								
B&T 10-01 AABB	Truck Weight Enforcement	0	0.519	0.129	0.267	0.138	>100.0%	51.4%
B&T 10-02 AABB	B&T Facility Security Assignments	14	0.750	0.189	0.101	(0.088)	53.4%	13.5%

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(\$ in millions)

PEG Tracking #	PEG Name	2010 PEGs/AABBs Monitored * (Full-Year 10)		1st Quarter Results (ytd)				% of 2010 Monitored PEGs/AABBs Implemented at end of Quarter
				"Planned" Savings	"Realized" Savings	Variance Fav/(Unfav)	"Realized" Savings as % of "Planned" Savings	
Total B&T AABBs		14	1,269	0,318	0,368	0,050	>100.0%	29.0%
MTA HQ								
HQ 10-01	MTA Police Overtime Reduction	0	4,277	1,068	1,485	0,417	>100.0%	34.7%
Subtotal HQ PEGs		0	4,277	1,068	1,485	0,417	>100.0%	34.7%
MTA HQ								
HQ 10-02 AABB	Rockaway Resident - Cross Bay Toll Rebate Program	0	2,100	0,000	0,000	0,000	N/A	0.0%
Subtotal HQ AABBs		0	2,100	0,000	0,000	0,000	N/A	0.0%
Total HQ PEGs & AABBs		0	6,377	1,068	1,485	0,417	>100.0%	23.3%
LIB								
LIB 10-01 AABB	Discontinue Underused Routes	19	0,849	0,000	0,000	0,000	N/A	0.0%
LIB 10-02 AABB	Paratransit Service (Eliminate Non ADA Service)	0	0,900	0,000	0,000	0,000	N/A	0.0%
Total LIB AABBs		19	1,749	0,000	0,000	0,000	N/A	0.0%
MTA Bus								
MTBUS 10-01 AABB	Discontinue Underused Routes	25	0,757	0,000	0,000	0,000	N/A	0.0%
MTBUS 10-02 AABB	Loading Guidelines	0	0,600	0,000	0,000	0,000	N/A	0.0%
Total MTBUS AABBs		25	1,357	0,000	0,000	0,000	N/A	0.0%
Subtotal MTA Consolidated PEGs		269	58,744	12,876	13,212	0,336	>100.0%	22.5%
Subtotal MTA Consolidated AABBs		799	46,726	0,318	0,368	0,050	>100.0%	0.8%
Total MTA Consolidated PEGs and AABBs		1,068	105,470	13,194	13,580	0,386	>100.0%	12.9%

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1st Quarter 2010
PEG/AABB Monitoring Summary - (2009 PEGs/AABBs)
(\$ in millions)

PEG Tracking #	PEG Name	1st Quarter Results (ytd)					% of 2009 Monitored PEGs/AABBs Implemented at end of Quarter	
		2009 PEGs/AABBs Monitored* (Full-Year 10)		"Planned" Savings	"Realized" Savings	Variance Fav/(Unfav)		"Realized" Savings as % of "Planned" Savings
		Pos	(\$)	(\$)	(\$)	(\$)	(\$)	
NYCT								
NYCT 09-04	Prescription Drug Contract Re-bid	0	15.416	3.855	3.575	(0.280)	92.7%	23.2%
NYCT 09-10	Fleet Maintenance Efficiencies - Buses	79	7.798	1.950	1.950	0.000	100.0%	25.0%
NYCT 09-21	Traffic Checking Efficiencies	4	1.715	0.429	0.411	(0.018)	95.8%	24.0%
Subtotal NYCT PEGs		83	24.929	6.234	5.936	(0.298)	95.2%	23.8%
NYCT AABBs								
NYCT 09-25 AABB	Eliminate Station Customer Assistant (SCA) tours	808	34.355	11.480	11.480	0.000	100.0%	33.4%
NYCT 09-29 AABB	Increase Taxi/Voucher Trips	0	1.816	0.418	0.449	0.031	>100.0%	24.7%
NYCT 09-30 AABB	Paratransit Rate Reduction Initiative	0	2.000	0.000	0.000	0.000	N/A	0.0%
NYCT 09-31 AABB	Cancel X23/X24 Takeover	47	5.316	1.329	1.329	0.000	100.0%	25.0%
Subtotal NYCT AABBs		855	43.487	13.227	13.258	0.031	>100.0%	30.5%
Total NYCT PEGs & AABBs		938	68.416	19.461	19.194	(0.267)	98.6%	28.1%
LIRR								
LIRR 09-04 AABB	Administrative Headcount Reductions	13	1.294	0.324	0.324	0.000	100.0%	25.0%
LIRR 09-06 AABB	Close Ticket Windows/Reduce Ticket Selling Positions	23	2.245	0.561	0.456	(0.105)	81.3%	20.3%
LIRR 09-08 AABB	Arch Street Maintenance Facility	21	1.976	0.495	0.495	0.000	100.0%	25.1%
LIRR 09-11 AABB	Engineering Overtime Reductions	0	1.163	0.284	(0.526)	(0.810)	<-100.0%	-45.2%
LIRR 09-13 AABB	Inventory Management	(2)	1.754	0.438	0.468	0.030	>100.0%	26.7%
LIRR 09-15 AABB	Reduce Maintenance in Right of Way Department	8	1.539	0.267	0.267	0.000	100.0%	17.3%
LIRR 09-16 AABB	Reduce Staffing for Maintenance & Repair of Power & Comm. Systems	15	1.455	0.363	0.363	0.000	100.0%	24.9%
LIRR 09-17 AABB	Reduction to Station Maintenance	10	1.559	0.390	0.390	0.000	100.0%	25.0%
LIRR 09-18 AABB	Exterior Train Car Advertisement	0	1.500	0.000	0.000	0.000	N/A	0.0%
LIRR 09-21 AABB	Train Crew Staffing Reductions	42	4.541	1.134	0.513	(0.621)	45.2%	11.3%
Total LIRR AABBs		130	19.026	4.256	2.750	(1.506)	64.6%	14.5%
MNR								
MNR 09-06 AABB	Reduce Operating Capital Funded Management Initiatives	0	11.600	2.901	2.901	0.000	100.0%	25.0%
MNR 09-12 AABB	Reduce Overtime for Mtce. of Equipment, Mtce. Of Way & Operations	0	1.000	0.245	0.245	0.000	100.0%	24.5%
Total MNR AABBs		0	12.600	3.146	3.146	0.000	100.0%	25.0%
B&T								
B&T 09-01 AABB	Timing of Bridge Painting	0	13.061	3.264	3.264	0.000	100.0%	25.0%
B&T 09-02 AABB	Receipt of Lower-Than-Budgeted Bids	0	0.517	0.129	-0.085	(0.214)	-65.9%	-16.4%
B&T 09-03 AABB	Reduction of 14 Non-Represented Administrative Employees	14	1.536	0.384	0.384	0.000	100.0%	25.0%
Total B&T AABBs		14	15.114	3.777	3.563	(0.214)	94.3%	23.6%
Subtotal MTA Consolidated PEGs		83	24.929	6.234	5.936	(0.298)	95.2%	23.8%
Subtotal MTA Consolidated AABBs		999	90.227	24.406	22.717	(1.689)	93.1%	25.2%
Total MTA Consolidated PEGs and AABBs		1082	115.156	30.640	28.653	(1.987)	93.5%	24.9%

* The value of the monitored PEGs/AABBs reflects re-estimates captured through the February, 2010 Financial Plan and only includes those PEGs/AAABBs with an annual value of \$1 million or more.

Metropolitan Transportation Authority
1st Quarter 2010
PEG/AABB Monitoring Summary - (2008 PEGs)
(\$ in millions)

PEG Tracking #	PEG Name	2008 PEGs Monitored* (Full-Year 10)		1st Quarter Results (ytd)			% of 2008 Monitored PEGs Implemented at end of Quarter	
				"Planned" Savings	"Realized" Savings	Variance Fav/(Unfav)		"Realized" Savings as % of "Planned" Savings
		Pos	(\$)	(\$)	(\$)	(\$)	(\$)	
MNR								
MNR 08-01	Equipment Replacement Plan - NHL	0	10.969	0.000	0.000	0.000	N/A	0.0%
	Total MNR	0	10.969	0.000	0.000	0.000	N/A	0.0%
	MTA CONSOLIDATED	0	10.969	0.000	0.000	0.000	N/A	0.0%

* The value of the monitored PEGs reflects re-estimates captured through the February, 2010 Financial Plan and only includes those PEGs with an annual value of \$1 million or more.

Metropolitan Transportation Authority
1st Quarter 2010
PEG/AABB Monitoring Summary - (2006 PEGs)
(\$ in millions)

PEG Tracking #	PEG Name	2006 PEGs Monitored* (Full-Year 10)		1st Quarter Results (ytd)			% of 2006 Monitored PEGs Implemented at end of Quarter
				"Planned" Savings	"Realized" Savings	Variance Fav/(Unfav)	
		Pos	(\$)	(\$)	(\$)	(\$)	(\$)
LIRR							
LIRR 06-05	Right of Way Leased Line Fees	0	12.832	3.207	0.000	(3.207)	0.0%
	Total LIRR	0	12.832	3.207	0.000	(3.207)	0.0%
	MTA CONSOLIDATED	0	12.832	3.207	0.000	(3.207)	0.0%

* The value of the monitored PEGs reflects re-estimates captured through the February, 2010 Financial Plan and only includes those PEGs with an annual value of \$1 million or more.

**Metropolitan Transportation Authority
2010 NYCT PEG Monitoring Program
First Quarter and Total Year 2010 Results**

In 2010, a total of 21 NYCT PEGs/AABBs are being monitored with a full-year planned savings of \$143.4M and 1,858 position reductions. In addition to PEGs/AABBs being implemented during 2010, the group of monitored PEGs/AABBs includes savings initiatives that were implemented during 2009. For the year, the 2010 PEGs/AABBs are scheduled to yield 920 position reductions and \$75.0M in savings while the 2009 initiatives are projected to yield 938 position reductions and \$68.4M in savings.

Results for the first quarter show that \$29.3M or 99% of the monitored PEG/AABB savings for the quarter were realized, while \$140.5M or 98% of the planned annual PEG/AABB savings is projected to be realized.

To date, the following fifteen PEGs/AABBs have met or exceeded budgeted savings:

- NYCT #09-25 Elim. Station Customer Assistants/Staff (\$11.480M)
- NYCT #10-09 Station Painting (\$3.132M)
- NYCT #09-10 Bus Fleet Maintenance Efficiencies (\$1.950M)
- NYCT #10-11 Bus Fuel Economies (\$1.907M)
- NYCT #09-31 Cancel X23/X24 Takeover (\$1.329M)
- NYCT #10-03 Bus Employee Facility Rehab (\$1.197M)
- NYCT #10-04 Bus Maintenance Efficiencies (\$1.188M)
- NYCT #10-10 Terminal Car Cleaning (\$1.032M)
- NYCT #09-29 Increase Taxi/Voucher Trips-Paratransit (\$0.449M, over by \$0.031M)
- NYCT #10-01 Bus Administrative Efficiencies (\$0.426M)
- NYCT #10-07 Station Cleaning (\$0.405M)
- NYCT #10-06 Non-Bus Material Reduction (\$0.279M)
- NYCT #10-05 Maintenance Efficiencies-Car Equipment (\$0.108M)
- NYCT #10-02 Normal Replacement of Desktop Equipment (\$0.062M)
- NYCT #10-12 Security Post Reductions (\$0.060M, over by \$0.042M)

A gross savings shortfall of \$0.421M is reflected mostly in the two PEGs/AABBs listed below.

- NYCT #09-04 Prescription Drug Contract Re-Bid (\$0.280M or a 7.3% underrun-the rest of the year savings are projected to be equal to plan.
- NYCT #10-08 Subway Station Maintenance (0.123M or a 27% underrun-the planned 22 position reductions were implemented in January resulting in 6 excess incumbents subject to attrition.

**MTA New York City Transit
2010 PEG Monitoring Milestone Report
First Quarter 2010 (Actual Results thru March)**

Tracking No. NYCT 10-01

PEG Name: Administrative Efficiencies - Buses

PEG Description: As part of administrative reductions included in Additional Actions for Budget Balance, DOB was able to eliminate 64 administrative positions by June 2009. Additionally, DOB through its Bus Unit Recycling Program is aggressively salvaging bus units/parts from scrapped buses at the Eastchester facility for re-use. These parts, once deemed reusable, are entered into the material inventory and are being used for bus repairs offsetting maintenance material expenses for the older Nova and Orion fleets. As these fleets are scrapped/replaced with newer model buses, these parts will not be reusable and therefore savings are estimated based on their retirement schedule of these older fleets.

PEG Status: DOB has fully achieved its goal.

PEG VALUE (\$ in millions):

	2009		2010		2011		2012		2013	
	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	3.953	0	1.702	0	1.253	0	0.925	0	0.572	0
Modified Plan:										

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Identify buses to be scrapped	Jan-10		
2	Schedule scrap program			
3				

KEY INDICATORS:

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0	0	0	0	0	0	0	0	0	0	0	0	0
Actual/Proj.													0
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.142	0.142	0.142	0.142	0.142	0.142	0.142	0.142	0.142	0.142	0.142	0.142	1.702
Actual/Proj.	0.142	0.142	0.142	0.142	0.142	0.142	0.142	0.142	0.142	0.142	0.142	0.142	1.702
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

Frequency of Update to Actual: Quarterly
PEG Has Been Fully Implemented: Yes

MTA New York City Transit
2010 PEG Monitoring Milestone Report
First Quarter 2010 (Actual Results thru March)

Tracking No. NYCT 10-02

PEG Name: Normal Replacement Savings

PEG Description: Reduce the budget for normal replacement of desktop equipment and servers. Desktop PC's will no longer be routinely replaced after five (5) years of service. Instead, all desktop equipment will be upgraded or replaced only when they do not support the user's business functions.

PEG Status: This initiative has been implemented and is ongoing.

PEG VALUE (\$ in millions):

	2009		2010		2011		2012		2013	
	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan: Feb-10	0.250	-	0.250	-	1.400	-	1.400	-	1.400	-
Modified Plan:										

CRITICAL TASKS & MILESTONES:	Planned Date	Revised Date	Actual Date
1. Budget has been reduced as of January 1, 2010	Jan-10		Jan-10
2. Desktop replacement will proceed on a case by case basis to meet users business needs	Feb-10		Feb-10

KEY INDICATORS:	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan													-
Actual/Proj.													-
Month Var.													-
YTD Var.													-

MONTHLY CASH SAVINGS (\$ in millions)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.020	0.020	0.022	0.020	0.020	0.022	0.020	0.020	0.022	0.020	0.020	0.024	0.250
Actual/Proj.	0.020	0.020	0.022	0.020	0.020	0.022	0.020	0.020	0.022	0.020	0.020	0.024	0.250
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

Frequency of Update to Actuals: Quarterly

PEG Has Been Fully Implemented:

MTA New York City Transit
2010 PEG Monitoring Milestone Report
First Quarter 2010 (Actual Results thru March)

Tracking No. NYCT 10-03

PEG Name: Employee Facility Rehabilitation Savings - Buses

PEG Description: This proposal eliminates the Employee Facility Rehabilitation Program. All current rehabilitation and renovation projects will be completed as scheduled with a percentage of the jobs being completed under the In-House Capital Construction Program. Future upgrades and maintenance will be part of normal business operations within both the operating and capital programs.

PEG Status: DOB elimination of the EFR Program implementation has been achieved for 1st quarter.

PEG VALUE (\$ in millions):

	2009		2010		2011		2012		2013	
	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	1.300	0	5.277	47	5.967	47	5.967	47	5.967	47
Modified Plan:										

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	The elimination of the Employee Facility Rehabilitation Program is on schedule.	Jan-10		
2				
3				

KEY INDICATORS:(Positions Eliminated)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	33	1	1	2	1	1	2	1	1	1	1	2	47
Actual/Proj.	33	1	1	2	1	1	2	1	1	1	1	2	47
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.392	0.399	0.406	0.425	0.432	0.441	0.457	0.464	0.473	0.480	0.486	0.422	5.277
Actual/Proj.	0.392	0.399	0.406	0.425	0.432	0.441	0.457	0.464	0.473	0.480	0.486	0.422	5.277
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

Frequency of Update to Actual: Quarterly
 PEG Has Been Fully Implemented: No

MTA New York City Transit
2010 PEG Monitoring Milestone Report
First Quarter 2010 (Actual Results thru March)

Tracking No. NYCT 10-04

PEG Name: Maintenance Efficiencies - Buses

PEG Description: The Department of Buses is extending the current three-year overhaul schedule to a four-year cycle on many fleets. These scopes of work and program efficiencies will reduce overall costs while allowing for reinvestment in other critical maintenance requirements.

PEG Status: DOB has fully achieved its goal.

PEG VALUE (\$ in millions):

	2009		2010		2011		2012		2013	
	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:		0	4.756	26	4.074	16	4.966	6	7.979	48
Modified Plan:										

CRITICAL TASKS & MILESTONES (Positions Eliminated) :		Planned Date	Revised Date	Actual Date
1	Positions eliminated	Jan-10		
2				
3				

KEY INDICATORS:(Positions Eliminated)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	26	-	-	-	-	-	-	-	-	-	-	-	26
Actual/Proj.	26												26
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.396	0.396	0.396	0.396	0.396	0.396	0.396	0.396	0.396	0.396	0.396	0.396	4.756
Actual/Proj.	0.396	0.396	0.396	0.396	0.396	0.396	0.396	0.396	0.396	0.396	0.396	0.396	4.756
Month Var.	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)
YTD Var.	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)

Frequency of Update to Actual:
 PEG Has Been Fully Implemented:

Quarterly
 Yes

MTA New York City Transit
2010 PEG Monitoring Milestone Report
First Quarter 2010 (Actual Results thru March)

Tracking No. NYCT 10-05

PEG Name: Maintenance Efficiencies - Car Equipment

PEG Description: Car inspector position savings will be realized by increasing the inspection cycle for the older fleet (R44 - R68A cars) from 10,000 miles or 66 days to 11,000 miles or 73 days between inspections. In addition, Maintenance Supervisor efficiencies will be realized by increasing the SMS span of control ratio from an average of 7.5 hourlies to 1 supervisor, to 8 hourlies to 1 supervisor.

PEG Status: Reduction of Maintenance Supervisors from SMS were completed in January.

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Feb-10	0.000	-	1.457	28	2.596	29	2.596	29	2.703	30
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Reduction of 4 Maintenance Supervisors for the SMS savings.	Jan-10		Jan-10
2	Reduction of 24 Car Inspectors due to the increase in the inspection cycle.	Jul-10		

KEY INDICATORS: (Positions Eliminated)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	4						24						28
Actual/Proj.	4						24						28
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.036	0.036	0.036	0.036	0.036	0.036	0.207	0.207	0.207	0.207	0.207	0.207	1.457
Actual/Proj.	0.036	0.036	0.036	0.036	0.036	0.036	0.207	0.207	0.207	0.207	0.207	0.207	1.457
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

Frequency of Update to Actuals:

Quarterly

PEG Has Been Fully Implemented:

No

**MTA New York City Transit
2010 PEG Monitoring Milestone Report
First Quarter 2010 (Actual Results thru March)**

Tracking No. NYCT 10-06

PEG Name: Non-Bus Material Reduction

PEG Description: The Department of Buses (DOB) has initiated a program to monitor and reduce consumption of all non-bus material items. This program will closely monitor usage across all DOB facilities and will reduce spending by \$1.1 million per year. The items to be more closely managed during this program are: Tools - \$1,292K in 2009 forecasted spending, Absorbent Pads - \$810K, Cleaners - \$418K, Gloves - \$408K, Towels / Rags - \$374K, Xerox Paper - \$166K, Garbage Bags - \$159K, Safety Vests - \$103K.

PEG Status: DOB has fully achieved its goal.

PEG VALUE (\$ in millions):

	2009		2010		2011		2012		2013	
	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	0.000	0	1.119	0	1.119	0	1.119	0	1.119	0
Modified Plan:										

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Monitored monthly	Ongoing		
2				
3				

KEY INDICATORS:	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	-	-	-	-	-	-	-	-	-	-	-	-	-
Actual/Proj.													
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.093	0.093	0.093	0.093	0.093	0.093	0.093	0.093	0.093	0.093	0.093	0.093	1.119
Actual/Proj.	0.093	0.093	0.093	0.093	0.093	0.093	0.093	0.093	0.093	0.093	0.093	0.093	1.119
Month Var.	0.000	-	-	-	-	-	-	-	-	-	-	-	0.000
YTD Var.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Frequency of Update to Actual: Quarterly
PEG Has Been Fully Implemented: Yes

MTA New York City Transit
2010 PEG Monitoring Milestone Report
First Quarter 2010 (Actual Results thru March)

Tracking No. NYCT 10-07

PEG Name: Station Cleaning

PEG Description: This proposal adjusts previous Station Cleaning increases provided to clean stations rehabilitated through the Capital Program. Between 2005 and 2009, 25 cleaners were added based on the number and type of completed station rehabilitations. Efficiencies gained in management and resource allocations since implementing Line General Manager Program through the 2009 Subways reorganization allows for this reduction.

PEG Status: Removal of the Station Cleaners from the Groups was done as planned at the beginning of the year.

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Feb-10	0.000	-	1.614	25	1.614	25	1.614	25	1.614	25
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Eliminate 8 Station Cleaners from Group 1- IRT West	Jan-10		Jan-10
2	Eliminate 9 Station Cleaners from Group 2- IRT East	Jan-10		Jan-10
3	Eliminate 7 Station Cleaners from Group 4- IND/BMT	Jan-10		Jan-10
4	Eliminate 1 Station Cleaner from Group 5- IND	Jan-10		Jan-10

KEY INDICATORS: (Positions Eliminated)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	25												25
Actual/Proj.	25												25
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.135	0.135	0.135	0.135	0.135	0.135	0.135	0.135	0.135	0.135	0.135	0.135	1.614
Actual/Proj.	0.135	0.135	0.135	0.135	0.135	0.135	0.135	0.135	0.135	0.135	0.135	0.135	1.614
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

Frequency of Update to Actuals: **Quarterly**
 PEG Has Been Fully Implemented: **Yes**

MTA New York City Transit
2010 PEG Monitoring Milestone Report
First Quarter 2010 (Actual Results thru March)

Tracking No. NYCT 10-08

PEG Name: Station Maintenance

PEG Description: This proposal adjusts previous station maintainer headcount increases to maintain stations rehabilitated through the Capital Program. Positions were added to the budget based on anticipated beneficial use at 1 maintainer/2 subway station rehabilitations. Additional maintenance resources were required for rehabilitated stations due to the number and complexity of fixtures and finishes installed during the rehabilitations.

PEG Status: As of March, six excess incumbents remain in the following titles: Carpenter (3) and Vent and Drain Maintainer (3). Savings will be achieved through attrition.

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Feb-10	0.000	-	1.829	22	1.829	22	1.829	22	1.829	22
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Reduce 22 Maintainer positions from Station Maintenance.	Jan-10		

KEY INDICATORS: (Positions Eliminated)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	22												22
Actual/Proj.	16												16
Month Var.	(6)	-	-	-	-	-	-	-	-	-	-	-	(6)
YTD Var.	(6)	(6)	(6)	(6)	(6)	(6)	(6)	(6)	(6)	(6)	(6)	(6)	(6)

MONTHLY CASH SAVINGS (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.152	0.152	0.152	0.152	0.152	0.152	0.152	0.152	0.152	0.152	0.152	0.152	1.829
Actual/Proj.	0.111	0.111	0.111	0.111	0.111	0.111	0.111	0.111	0.111	0.111	0.111	0.111	1.330
Month Var.	(0.042)	(0.042)	(0.042)	(0.042)	(0.042)	(0.042)	(0.042)	(0.042)	(0.042)	(0.042)	(0.042)	(0.042)	(0.499)
YTD Var.	(0.042)	(0.083)	(0.125)	(0.166)	(0.208)	(0.249)	(0.291)	(0.333)	(0.374)	(0.416)	(0.457)	(0.499)	(0.499)

Frequency of Update to Actuals: Quarterly
 PEG Has Been Fully Implemented: **No**

MTA New York City Transit
2010 PEG Monitoring Milestone Report
First Quarter 2010 (Actual Results thru March)

Tracking No. NYCT 10-09

PEG Name: Station Painting

PEG Description: This proposal eliminates the operating budget program. Savings assumes that the contracts awarded in 2008/2009 will be completed and that no further contracts will be pursued.

PEG Status: Eliminated Operating Station Painting Program. Implemented in January 2010.

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Feb-10	3.000	-	12.532	-	12.532	-	12.532	-	12.532	-
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Eliminate Operating Station Painting Program.	Jan-10		Jan-10

KEY INDICATORS:	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan													-
Actual/Proj.													-
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	1.044	1.044	1.044	1.044	1.044	1.044	1.044	1.044	1.044	1.044	1.044	1.044	12.532
Actual/Proj.	1.044	1.044	1.044	1.044	1.044	1.044	1.044	1.044	1.044	1.044	1.044	1.044	12.532
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

Frequency of Update to Actuals: Quarterly
 PEG Has Been Fully Implemented: Yes

MTA New York City Transit
2010 PEG Monitoring Milestone Report
First Quarter 2010 (Actual Results thru March)

Tracking No. NYCT 10-10

PEG Name: Terminal Car Cleaning

PEG Description: Terminal Car Cleaner resources are being reduced with no expected impact. A review of terminal cleaning results on the 7& L lines indicated that the budgeted resources could be reduced with no impact on cleaning goals. The program was scaled back by 49 Cleaner positions and 9 Supervisor position. Further reductions in terminal cleaning can be implemented now with a strong line management team in place resulting from the Subways Re-organization.

PEG Status: As of January 2010, The Terminal Car Cleaning Pilot Program made a reduction of 58 positions.

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Feb-10	1.898	58	4.124	58	4.124	58	4.124	58	4.124	58
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Reduction of 58 positions from the Terminal Car Cleaning Pilot Program	Jan-10		Jan-10

KEY INDICATORS: (Positions Eliminated)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	58												58
Actual/Proj.	58												58
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.344	0.344	0.344	0.344	0.344	0.344	0.344	0.344	0.344	0.344	0.344	0.344	4.124
Actual/Proj.	0.344	0.344	0.344	0.344	0.344	0.344	0.344	0.344	0.344	0.344	0.344	0.344	4.124
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

Frequency of Update to Actuals: Quarterly

PEG Has Been Fully Implemented: **Yes**

**MTA New York City Transit
2010 PEG Monitoring Milestone Report
First Quarter 2010 (Actual Results thru March)**

Tracking No. NYCT 10-11

PEG Name: Fuel Economies

PEG Description: This proposal reflects two Department of Buses (DOB) initiatives. First, DOB is proposing to replace Ultra Low Sulphur Kerosene #1 as its bus fuel with less expensive and more readily available Ultra Low Sulphur Diesel #2 commencing on September 15th, 2009. In addition, DOB expects that the current alternative fuel excise tax credit that has been available for the last three years will be extended to 2010 and beyond, significantly reducing its Compressed Natural Gas fuel costs for its CNG fleet of buses.

PEG Status: The replacement of USLK#1 diesel fuel with USLD#2 diesel fuel has been fully implemented.

PEG VALUE (\$ in millions):

	2009		2010		2011		2012		2013	
	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	0.950	0	7.627	0	7.627	0	7.627	0	7.627	0
Modified Plan:										

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Replace USLK #1 with less expensive USLD# 2 diesel fuel	Jan-10		
2	Extension of CNG Tax Credit	Jan-10		
3				

KEY INDICATORS:													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	-	-	-	-	-	-	-	-	-	-	-	-	-
Actual/Proj.	-	-	-	-	-	-	-	-	-	-	-	-	-
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.319	0.319	1.269	0.319	0.319	1.269	0.319	0.319	1.269	0.319	0.319	1.267	7.627
Actual/Proj.	0.319	0.319	1.269	0.319	0.319	1.269	0.319	0.319	1.269	0.319	0.319	1.267	7.627
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

Frequency of Update to Actual: Quarterly
 PEG Has Been Fully Implemented: Yes

MTA New York City Transit
2010 PEG Monitoring Milestone Report
First Quarter 2010 (Actual Results thru March)

Tracking No. NYCT 10-12

PEG Name: Security Post Reductions

PEG Description: The Department of Security has identified several locations where current coverage can be reduced or eliminated with minimal impact to the safety and security of employees or NYC Transit property. Current coverage changes are the result of operational changes and/or technological changes (e.g. use of alarm systems/CCTV's and motion detectors).

PEG Status: The planned coverage reductions scheduled for Jan '10 have been implemented. The planned coverage reductions for Jul '10 are on schedule, however 1 tour at Haven's Lot was replaced with 1 tour at Amsterdam Depot and 2 tours at 239th St were replaced with a tour each from Linden Shop and Fresh Pond Yard. The Jan '11 coverage reductions are on schedule.

PEG VALUE (\$ in millions):

	Feb-10	2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:		(0.170)	-	0.557	15	1.569	20	1.569	20	1.569	20
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Eliminate 2 tours at Fresh Pond Depot and Queens Village	Jan-10	-	Jan-10
2	Eliminate 7 tours at 207th St Yard, ENY Haven's Lot and 239th St. Yard	Jul-10		
3	Eliminate 2 tours at Kingsbridge Depot and Queens Village	Jan-11		
4	Eliminate 1 tour at Amsterdam Depot (Post 73B)	Jan-11		

KEY INDICATORS: (Positions Eliminated)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	3	0	0	0	0	0	12	0	0	0	0	0	15
Actual/Proj.	3	-	-	-	-	-	12	-	-	-	-	-	15
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.020	0.020	(0.022)	0.020	0.020	(0.022)	0.101	0.101	0.059	0.101	0.101	0.058	0.557
Actual/Proj.	0.020	0.020	0.020	0.020	0.020	(0.064)	0.101	0.101	0.059	0.101	0.101	0.058	0.557
Month Var.	-	-	0.042	-	-	(0.042)	-	-	-	-	-	-	(0.000)
YTD Var.	-	-	0.042	0.042	0.042	-	-	-	-	-	-	-	(0.000)

Frequency of Update to Actuals: Quarterly
 PEG Has Been Fully Implemented: No

**MTA New York City Transit
2010 PEG Monitoring Milestone Report
First Quarter 2010 (Actual Results thru March)**

Tracking No. NYCT 10-13 AABB

PEG Name: AABB Bus Service Reductions

PEG Description: As part of the 2010 budget the MTA Board approved a number of gap-closing measures, including reduction in administrative costs and service reductions. The bus service reductions consist of elimination, restructuring, partial truncation and/or changes in service span of low performing routes including weekday, weekend, and overnight services. Reductions affect both local and express bus services. 2010 savings are reduced by \$3.6M of one time costs associated with layoffs of personnel.

PEG Status: We are forecasting achieving planned savings for the year.

PEG VALUE (\$ in millions):											
		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-09			24.500	550	54.100	550	54.100	550	54.100	550
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Implementation of Service Reductions	Jul-10		
2	Implementation of employee layoffs			
3				

KEY INDICATORS: (Positions Eliminated)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan				32	0	0	518	0	0	0	0	0	550
Actual/Proj.				32			518						550
Month Var.	-	-	-	0	0	0	0	0	0	0	0	0	0
YTD Var.	-	-	-	0	0	0	0	0	0	0	0	0	-

MONTHLY CASH SAVINGS (\$ in millions)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan				0.265	0.265	0.265	3.005	4.140	4.140	4.140	4.140	4.141	24.500
Actual/Proj.				0.265	0.265	0.265	3.005	4.140	4.140	4.140	4.140	4.141	24.500
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

Frequency of Update to Actuals: Quarterly
PEG Has Been Fully Implemented: No

MTA New York City Transit
2010 AABB Monitoring Milestone Report
First Quarter 2010 (Actual Results thru March)

Tracking No. NYCT 10-14 AABB

AABB Name: Service - Subways Reductions

AABB Description: This proposal includes the following service adjustments: Rapid Transit Operations proposes to shorten G service to Court Square at all times, increase Subdivision B headway on weekends to 10 mins, revise midday and evening guidelines to 125% seated load, eliminate W service and extend Q service to Astoria and extend M to replace the V in Queens and Manhattan. Car Equipment maintenance and Traction Power reductions are associated with the service cuts.

AABB Status: Subways Service Reductions effective July 2010

AABB VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Feb-10	0.000	-	7.631	149	17.700	149	17.700	149	17.700	149
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Eliminate 58 Train Operators and 50 Conductors from the work program by June 27, 2010.	Jul-10		
2	Eliminate 2 Assistant Train Dispatchers from the work program by June 27, 2010.	Jul-10		
3	Eliminate 4 Train Dispatchers from the work program by June 27, 2010.	Jul-10		
4	Eliminate 8 additional positions (4 Train Operators and 4 Conductors) from the work program in December, 2010.	Dec-10		
5	Reduce 18 Car Inspectors and 2 Maintenance Supervisors in July.	Jul-10		
6	Reduce 7 additional Car Inspectors in December.	Dec-10		
7	Reduce the Traction Power budget due to reductions in subway service.	Jul-10		

KEY INDICATORS: (Positions Eliminated)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan							134					15	149
Actual/Proj.							134					15	149
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan							1.255	1.255	1.255	1.255	1.255	1.353	7.631
Actual/Proj.							1.255	1.255	1.255	1.255	1.255	1.353	7.631
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

Frequency of Update to Actuals: Quarterly
 AABB Has Been Fully Implemented: **No**

MTA New York City Transit
2010 PEG Monitoring Milestone Report
First Quarter 2010 (Actual Results thru March)

Tracking No. NYCT 09-04

PEG Name: Prescription Drug Contract Re-bid

PEG Description: Solicit competitive bids for NYCT's prescription drug contract which expires in July, 2009 to achieve additional savings. It is anticipated that the renegotiated contract will yield the following benefits: Savings from increased discounts on both retail brand and generic prescription drugs, reduction in retail dispensing fees and an improvement in rebates for prescriptions processed at retail sites as well as through the mail. Cost reductions are expected to be greater once prospective bidders compete for NYCT's business.

PEG Status: Innoviant was selected as the new contractor and began service in September 2009. This PEG has been modified in July 2009 to reflect additional savings included in the July 2009 Financial Plan from the HIP audit/settlement.

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Feb-09	2.500	0	5.000	0	5.000	0	5.000	0	5.000	0
Modified Plan:	Jul-09	7.872	0	15.416	0	16.958	0	18.654	0	18.654	0

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Select Vendor	Apr-09		Jun-09
2	Implement Program	Sep-09		Sep-09
3				

KEY INDICATORS:

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan													-
Actual/Proj.													
Month Var.													
YTD Var.													

MONTHLY CASH SAVINGS (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	1.285	1.285	1.285	1.285	1.285	1.285	1.285	1.285	1.285	1.285	1.285	1.285	15.416
Actual/Proj.	1.424	1.665	0.486	1.285	1.285	1.285	1.285	1.285	1.285	1.285	1.285	1.285	15.137
Month Var.	0.139	0.381	(0.799)	-	-	-	-	-	-	-	-	-	(0.279)
YTD Var.	0.139	0.520	(0.279)	(0.279)	(0.279)	(0.279)	(0.279)	(0.279)	(0.279)	(0.279)	(0.279)	(0.279)	

Frequency of Update to Actuals: Quarterly
 PEG Has Been Fully Implemented: No

MTA New York City Transit
2010 PEG Monitoring Milestone Report
First Quarter 2010 (Actual Results thru March)

Tracking No. NYCT 09-10

PEG Name: Fleet Maintenance Efficiencies - Buses

PEG Description: Efficiencies in general vehicle maintenance (i.e. new oil change machines, improved fuel line duty scheduling, reductions in greasing due to synthetic grease, etc.) and reductions in incremental maintenance costs for clean fuel buses result in the eliminating of 79 positions (62 Maintainers and 19 Helpers offset by 2 maintenance positions to support in-house rebuilding of A/C motors).

PEG Status: DOB has achieved the required savings.

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Feb-09	4.252	50	7.798	79	7.798	79	7.798	79	7.798	79
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Reductions in incremental maintenance costs.			Jan-09
2				
3				

KEY INDICATORS: (Positions Eliminated)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	79												79
Actual/Proj.	79												79
Month Var.	-												-
YTD Var.	-												-

MONTHLY CASH SAVINGS (\$ in millions)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	7.798
Actual/Proj.	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	0.650	7.798
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

Frequency of Update to Actuals: Quarterly
 PEG Has Been Fully Implemented: Yes

**MTA New York City Transit
2010 PEG Monitoring Milestone Report
First Quarter 2010 (Actual Results thru March)**

Tracking No. NYCT 09-21

PEG Name: Traffic Checking Efficiencies

PEG Description: NYCT currently uses Traffic Checkers (part-time and full-time) to collect information to support schedule changes, monitor on-time performance, estimate the number of riders on bus and subway routes, conduct passenger environmental surveys, and monitor performance goals for the Cleaning Pilot Program. Savings will result from using service scheduling software, origin/destination data from MetroCard records, and reductions in Traffic Checker supervision and analytical staff.

PEG Status: NYCT was unable to implement the savings measure using cameras to count bus passengers (5 P/T in 2010). Savings associated with use of PDA data collection (1 position offset by \$150K investment) will not be achieved due to Accenture project elimination of PDA purchase.

PEG VALUE (\$ in millions):											
Original Plan:	Feb-09	2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Modified Plan:		0.743	2	1.715	4	1.865	4	1.865	4	1.865	4

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Implement HASTUS to achieve scheduling efficiencies	Oct-08		Oct-08
2	Use MetroCard records to get origin/destination data	Jul-09		Mar-09
3				

KEY INDICATORS: (Positions Eliminated)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	4	-	-	-	-	-	-	-	-	-	-	-	4
Actual/Proj.	3	-	-	-	-	-	-	-	-	-	-	-	3
Month Var.	(1)	-	-	-	-	-	-	-	-	-	-	-	(1)
YTD Var.	(1)	-	-	-	-	-	-	-	-	-	-	-	(1)

MONTHLY CASH SAVINGS (\$ in millions)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.143	0.143	0.143	0.143	0.143	0.143	0.143	0.143	0.143	0.143	0.143	0.143	1.715
Actual/Proj.	0.137	0.137	0.137	0.137	0.137	0.137	0.137	0.137	0.137	0.137	0.137	0.137	1.644
Month Var.	(0.006)	(0.006)	(0.006)	(0.006)	(0.006)	(0.006)	(0.006)	(0.006)	(0.006)	(0.006)	(0.006)	(0.006)	(0.071)
YTD Var.	(0.006)	(0.012)	(0.018)	(0.024)	(0.030)	(0.036)	(0.041)	(0.047)	(0.053)	(0.059)	(0.065)	(0.071)	

Frequency of Update to Actuals: Quarterly
PEG Has Been Fully Implemented: No

MTA New York City Transit
2010 PEG Monitoring Milestone Report
First Quarter 2010 (Actual Results thru March)

Tracking No.

NYCT 09-25
AABB

PEG Name: Eliminate Station Customer Assistant (SCA) tours and reduce staffing at stations with >1 Full-time booth

PEG Description: Eliminate SCA tours at 158 locations. After all SCA positions have been eliminated, 29 booths will be closed at stations that currently have two or more full-time booths; in addition, this initiative will reduce tours at the second full-time booth at another 13 stations. To accelerate savings, two initiatives are being advanced. First, certain locations will be de-staffed immediately and the agent will be placed on the 'Extra List', reducing over-time. Second, Station Agents eligible for promotion to Conductor will be promoted. Planned savings have been increased to reflect additional overtime savings and additional SCA position eliminations through the promotion of some SCAs to fill conductor vacancies. March 2010 Modified Plan includes increased savings based on layoffs in May 2010.

PEG Status: For the first quarter of 2010, Stations has achieved its reduction as planned. Savings based on layoff date in May 2010.

PEG VALUE (\$ in millions):											
		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-09	5.708	176	20.751	328	29.985	452	37.381	561	37.381	561
Modified Plan:	Nov-09	5.708	176	23.525	358	31.868	477	38.772	575	38.772	575
Modified Plan:	Mar-10	5.708	176	34.355	808	52.542	808	52.542	808	52.542	808

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Layoff date in May 2010	May-10		
2				
3				

KEY INDICATORS: (Positions Eliminated)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	245	13	12	12	526								808
Actual/Proj.	245	13	12	12	526								808
Month Var.	0	0	0	0	0	0	0	0	0	0	0	0	-
YTD Var.	0	0	0	0	0	0	0	0	0	0	0	0	

MONTHLY CASH SAVINGS (\$ in millions)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	10.417	0.553	0.510	0.510	22.365	0.000	0.000	0.000	0.000	0.000	0.000	0.000	34.355
Actual/Proj.	10.417	0.553	0.510	0.510	22.365	0.000	0.000	0.000	0.000	0.000	0.000	0.000	34.355
Month Var.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
YTD Var.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

Frequency of Update to Actuals: Quarterly
PEG Has Been Fully Implemented: **No**

MTA New York City Transit
2010 PEG Monitoring Milestone Report
First Quarter 2010 (Actual Results thru March)

Tracking No.

NYCT 09-29
AABB

PEG Name: Increase Taxi/Voucher Trips

PEG Description: Shift trips from higher priced primary and regional service carriers to lower cost taxi and black car services. Savings are based on a 5% increase from the 2008 level of taxi/voucher trips.

PEG Status: This initiative has been implemented and is ongoing.

PEG VALUE (\$ in millions):											
		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-09	0.946	-	1.816	-	1.816	-	1.816	-	1.816	-
Modified Plan:											

CRITICAL TASKS & MILESTONES:			Planned Date	Revised Date	Actual Date
1					
2					
3					

KEY INDICATORS: (Completed Trips by ADA Registrants)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	52,995	51,623	61,128	59,618	59,725	61,255	58,941	60,929	61,663	64,963	63,233	62,720	718,793
Actual/Proj.	52,979	48,304	80,732	59,618	59,725	61,255	58,941	60,929	61,663	64,963	63,233	62,720	735,063
Month Var.	(16)	(3,319)	19,604	0	0	0	0	0	0	0	0	0	16,269
YTD Var.	(16)	(3,335)	16,269	16,269	16,269	16,269	16,269	16,269	16,269	16,269	16,269	16,269	

MONTHLY CASH SAVINGS (\$ in millions)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.134	0.130	0.154	0.151	0.151	0.155	0.149	0.154	0.156	0.164	0.160	0.158	1.816
Actual/Proj.	0.131	0.119	0.199	0.147	0.148	0.151	0.146	0.151	0.152	0.160	0.156	0.155	1.816
Month Var.	(0.003)	(0.011)	0.045	(0.003)	(0.003)	(0.003)	(0.003)	(0.003)	(0.003)	(0.004)	(0.004)	(0.004)	(0.000)
YTD Var.	(0.003)	(0.014)	0.031	0.028	0.024	0.021	0.018	0.014	0.011	0.007	0.004	(0.000)	

Frequency of Update to Actuals: Quarterly
PEG Has Been Fully Implemented: No

MTA New York City Transit
2010 PEG Monitoring Milestone Report
First Quarter 2010 (Actual Results thru March)

Tracking No. NYCT 09-30
AABB

PEG Name: Paratransit Rate Reduction Initiative

PEG Description: Savings are projected from decreasing use of higher priced vendors and instead, maximize use of in-house services and redistribute Paratransit service to lower priced carriers to reduce costs.

PEG Status: This PEG could not be implemented as no labor agreement has been reached and will therefore be modified/closed out during the third quarter 2010 monitoring process. Planned savings will be replaced by other cost reduction actions to be included in the July 2010 Financial Plan.

PEG VALUE (\$ in millions):											
		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-09	2.000	-	8.000	-	16.301	-	16.301	-	16.301	-
Modified Plan:	Nov-09	0.000		2.000		8.000		16.301		16.301	

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Establish Hourly Positions via collective bargaining process.	Sep-09		
2	Establish depot facility	Sep-09		May-09
3				

KEY INDICATORS: (Positions Eliminated)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan													-
Actual/Proj.	-	-	-	-	-	-	-	-	-	-	-	-	-
Month Var.													-
YTD Var.													-

MONTHLY CASH SAVINGS (\$ in millions)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan							0.333	0.333	0.333	0.333	0.334	0.334	2.000
Actual/Proj.							0.000	0.000	0.000	0.000	0.000	0.000	0.000
Month Var.							(0.333)	(0.333)	(0.333)	(0.333)	(0.334)	(0.334)	(2.000)
YTD Var.							(0.333)	(0.666)	(0.999)	(1.332)	(1.666)	(2.000)	(2.000)

Frequency of Update to Actuals: Quarterly
 PEG Has Been Fully Implemented: No

**MTA New York City Transit
2010 PEG Monitoring Milestone Report
First Quarter 2010 (Actual Results thru March)**

Tracking No. NYCT 09-31 AABB

PEG Name: Cancel X23/X24 Takeover

PEG Description: Atlantic Express operates the X23 and X24 express bus routes from the south shore of Staten Island to Midtown Manhattan under contract with NYCDOT. When the Charleston Depot is opened on Staten Island in 2010, NYCT is scheduled to take over the operation of the service at a net cost. This proposal requires that New York City maintain its financial responsibility for X23/X24 service.

PEG Status: Funding for the operation of the X23 and X24 bus routes has been eliminated from the 2010 financial plan. The PEG has been implemented as planned.

PEG VALUE (\$ in millions):											
		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-09	-		5.316	47	5.316	47	5.316	47	5.316	47
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1		Jan-10		
2				
3				

KEY INDICATORS: (Positions Eliminated)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	47												47
Actual/Proj.	47												47
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.443	0.443	0.443	0.443	0.443	0.443	0.443	0.443	0.443	0.443	0.443	0.443	5.316
Actual/Proj.	0.443	0.443	0.443	0.443	0.443	0.443	0.443	0.443	0.443	0.443	0.443	0.443	5.316
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

Frequency of Update to Actuals: Quarterly
PEG Has Been Fully Implemented: Yes

**Metropolitan Transportation Authority
2010 LIRR PEG/AABB Monitoring Program
1st Quarter 2010 results and Year-End Achievement**

PEG

In 2010, 2 PEGs are being monitored with full-year savings of 0 positions and \$15.8 million.

Results through the first quarter show that \$0.0 million or 0.0% of the planned PEG savings of \$3.2 million were realized.

At year-end, savings for the monitored PEGs are projected to be \$15.8 million or 100.0% of the planned PEG savings will be achieved.

AABB

In 2010, 13 AABB's are being monitored with a full-year savings of 163 positions and \$24.7 million.

Results through the first quarter show that \$2.8 million or 64.6% of the planned AABB reductions of \$4.3 million were realized and 95 positions were reduced. Additionally, 11.1% of the planned full-year savings were realized in the first quarter.

At year-end, savings for the monitored AABB's are projected to be \$23.2 million or 93.8 % of the planned AABB reductions and 163 positions will be reduced.

**MTA Long Island Rail Road
2010 PEG Monitoring Milestone Report**

Tracking No. LIRR 10-01

PEG Name: Air Rights

PEG Description: Through a formal RFP process, the MTA and LIRR have identified a property owner interested in purchasing air rights over the Rail Road right of way and transferring them to his/her own adjacent property. Negotiations over the purchase price and other consideration are ongoing, but MTA Real Estate estimates the minimum to be \$3 million

PEG Status: PEG is progressing as planned.

PEG VALUE: (\$ in millions)

	2009		2010		2011		2012		2013	
	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan: Feb-10	0	0	3.000	0	0.000	0	0.000	0	0.000	0

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
	A property owner interested in purchasing the air rights has been identified. Air Rights are purchased.	Dec-09 Dec-10		

MONTHLY CASH SAVINGS: (\$ in millions)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan												3.000	3.000
Actual/Proj.												3.000	3.000
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

Frequency of Update to Actuals: Quarterly
PEG Has Been Fully Implemented: No

**MTA Long Island Rail Road
2010 AABB Monitoring Milestone Report**

Tracking No. LIRR 10-02 AABB

AABB Name: Further Reductions to Train Service

AABB Description: Service reductions are scheduled for implementation in the May and September timetable.

AABB Status: PEG is progressing as planned.

AABB VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Feb-10	0.000	-	2.720	25	5.961	25	6.080	25	6.202	25
Modified Plan:	Mar-10			2.486	21	5.030	21	5.131	21	5.233	21

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
	May and September Timetables.	May/Sept 2010		

KEY INDICATORS: (Positions Eliminated)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan					12	12	12	12	12	21	21	21	21
Actual/Proj.					12	12	12	12	12	21	21	21	21
Month Var.	-	-	-	-	0	0	0	0	0	0	0	0	-
YTD Var.	-	-	-	-	0	0	0	0	0	0	0	0	

MONTHLY CASH SAVINGS (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan					0.246	0.246	0.246	0.246	0.246	0.418	0.419	0.419	2.486
Actual/Proj.					0.246	0.246	0.246	0.246	0.246	0.418	0.419	0.419	2.486
Month Var.	-	-	-	-	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
YTD Var.	-	-	-	-	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Frequency of Update to Actuals: Quarterly
AABB Has Been Fully Implemented: No

**MTA Long Island Rail Road
2010 AABB Monitoring Milestone Report**

Tracking No. LIRR 10-03 AABB

AABB Name: Reduce Fleet Maintenance

AABB Description: Service reductions, impacting the reduction of fleet maintenance, have been implemented in the May timetable.

AABB Status: PEG is progressing as planned.

AABB VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Feb-10	0.000	-	2.513	4	2.107	4	2.149	4	2.192	4
Modified Plan:	Mar-10			2.650	4	2.556	4	2.607	4	2.659	4

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
	May timetable.	May-10		

KEY INDICATORS: (Positions Eliminated)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan					4	4	4	4	4	4	4	4	4
Actual/Proj.					4	4	4	4	4	4	4	4	4
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan					0.331	0.331	0.331	0.331	0.331	0.331	0.331	0.331	2.650
Actual/Proj.					0.331	0.331	0.331	0.331	0.331	0.331	0.331	0.331	2.650
Month Var.	-	-	-	-	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
YTD Var.	-	-	-	-	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Frequency of Update to Actuals: Quarterly
AABB Has Been Fully Implemented: No

**MTA Long Island Rail Road
2010 AABB Monitoring Milestone Report**

Tracking No. LIRR 10-04 AABB

AABB Name: Reduce Crew Staffing Extra List

AABB Description: Reduction in positions will be reflected in the May and September timetables.

AABB Status: PEG is progressing as planned.

AABB VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Feb-10	0.000	-	0.488	9	1.064	9	1.085	9	1.107	9
Modified Plan:	Mar-10			0.584	8	1.546	8	1.577	8	1.608	8

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
	May and September Timetables.	May/Sept 2010		

KEY INDICATORS: (Positions Eliminated)														
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	
Plan							8	8	8	8	8	8	8	
Actual/Proj.							8	8	8	8	8	8	8	
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-	
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-	

MONTHLY CASH SAVINGS (\$ in millions)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan						0.013	0.070	0.070	0.070	0.120	0.120	0.121	0.584
Actual/Proj.						0.013	0.070	0.070	0.070	0.120	0.120	0.121	0.584
Month Var.	-	-	-	-	-	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
YTD Var.	-	-	-	-	-	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Frequency of Update to Actuals: Quarterly
AABB Has Been Fully Implemented: No

MTA Long Island Rail Road
2010 PEG Monitoring Milestone Report
1st Quarter 2010 (Actuals through March)

Tracking No.

LIRR 09-04
AABB

PEG Name: Administrative Headcount Reductions

PEG Description: Administrative Headcount Reductions-Represented and Non Represented Positions.

PEG Status: The February 2010 plan reflects the modified AABB with a projected full year savings of \$1.294 million.

PEG VALUE: (\$ in millions)

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Feb-09	1.239	13	1.562	18	1.802	18	1.856	18	1.893	18
Modified Plan:	Jul-09	0.926	10	1.294	13	1.419	14	1.461	14	1.490	14

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	The February Financial Plan reflects the cost savings	1/1/2009		1/1/2009
2				
3				

KEY INDICATORS: (Positions eliminated)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	13	13	13	13	13	13	13	13	13	13	13	13	13
Actual/Proj.	13	13	13	13	13	13	13	13	13	13	13	13	13
Month Var.	0	0	0	0	0	0	0	0	0	0	0	0	0
YTD Var.	0	0	0	0	0	0	0	0	0	0	0	0	0

MONTHLY CASH SAVINGS: (\$ in millions)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.108	0.108	0.108	0.108	0.108	0.108	0.108	0.108	0.108	0.108	0.108	0.108	1.294
Actual/Proj.	0.108	0.108	0.108	0.108	0.108	0.108	0.108	0.108	0.108	0.108	0.108	0.108	1.294
Month Var.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
YTD Var.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Frequency of Update to Actuals: Monthly
PEG Has Been Fully Implemented: Yes

MTA Long Island Rail Road
2010 PEG Monitoring Milestone Report
1st Quarter 2010 (Actuals through March)

Tracking No.

LIRR 09-06
AABB

PEG Name: Close Ticket Windows/Reduce Ticket Selling Positions

PEG Description: Eliminate ticket offices at 20 stations and reduce ticket selling positions at select stations. Reduction in ticket selling positions will result in greater use of TVM's. An additional three person TVM maintenance/support team will be needed.

PEG Status: Ticket windows have been closed. Positions are being eliminated through attrition.

PEG VALUE: (\$ in millions)

	2009		2010		2011		2012		2013	
	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan: Feb-09	0.000	0	2.216	26	2.280	26	2.346	26	2.393	26
Modified Plan: Jul-09			2.245	23	2.363	23	2.400	23	2.448	23

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	The February Financial Plan reflects the cost savings	1/1/2009		1/1/2009
2				
3				

KEY INDICATORS: (Positions eliminated)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	23	23	23	23	23	23	23	23	23	23	23	23	23
Actual/Proj.	19	18	19	23	23	23	23	23	23	23	23	23	23
Month Var.	(4)	(5)	(4)	0	0	0	0	0	0	0	0	0	0
YTD Var.	(4)	(5)	(4)	0	0	0	0	0	0	0	0	0	0

MONTHLY CASH SAVINGS: (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.187	0.187	0.187	0.187	0.187	0.187	0.187	0.187	0.187	0.187	0.187	0.187	2.245
Actual/Proj.	0.155	0.146	0.155	0.163	0.187	0.187	0.187	0.187	0.187	0.187	0.187	0.187	2.115
Month Var.	(0.033)	(0.041)	(0.033)	(0.024)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.130)
YTD Var.	(0.033)	(0.073)	(0.106)	(0.130)	(0.130)	(0.130)	(0.130)	(0.130)	(0.130)	(0.130)	(0.130)	(0.130)	(0.130)

Frequency of Update to Actuals: Monthly
 PEG Has Been Fully Implemented: Yes

MTA Long Island Rail Road
2010 PEG Monitoring Milestone Report
1st Quarter 2010 (Actuals through March)

Tracking No.

LIRR 09-08
AABB

PEG Name: Arch Street Maintenance Facility

PEG Description: Remove 21 MofE positions at Arch street.

PEG Status: The AABB is progressing as planned.

PEG VALUE: (\$ in millions)

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Feb-09	0.000	0	2.000	21	2.060	21	2.122	21	2.164	21
Modified Plan:	Jul-09	0.000	0	1.976	21	2.046	21	2.117	21	2.159	21

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	The February Financial Plan reflects the cost savings	1/1/2009		1/1/2009
2				
3				

KEY INDICATORS: (Positions eliminated)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	21	21	21	21	21	21	21	21	21	21	21	21	21
Actual/Proj.	21	21	21	21	21	21	21	21	21	21	21	21	21
Month Var.	0	0	0	0	0	0	0	0	0	0	0	0	0
YTD Var.	0	0	0	0	0	0	0	0	0	0	0	0	0

MONTHLY CASH SAVINGS: (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.165	0.165	0.165	0.165	0.165	0.165	0.165	0.165	0.165	0.165	0.165	0.165	1.976
Actual/Proj.	0.165	0.165	0.165	0.165	0.165	0.165	0.165	0.165	0.165	0.165	0.165	0.165	1.976
Month Var.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
YTD Var.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Frequency of Update to Actuals: Monthly
 PEG Has Been Fully Implemented: Yes

MTA Long Island Rail Road
2010 PEG Monitoring Milestone Report
1st Quarter 2010 (Actuals through March)

Tracking No.

LIRR 09-11
AABB

PEG Name: Engineering Overtime Reductions

PEG Description: Limit overtime for critical repairs only and delay the call-out of field forces during inclement weather.

PEG Status: PEG target not being met primarily due to major snowstorms and weather events in February and March

PEG VALUE: (\$ in millions)

	2009		2010		2011		2012		2013	
	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan: Feb-09	1.118	0	1.163	0	1.209	0	1.258	0	1.283	0
Modified Plan:										

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	The February Financial Plan reflects the cost savings	1/1/2009		7/1/2009
2				
3				

KEY INDICATORS: (Positions eliminated)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan													
Actual/Proj.													
Month Var.													
YTD Var.													

MONTHLY CASH SAVINGS: (\$ in millions)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.092	0.096	0.096	0.097	0.097	0.097	0.099	0.099	0.099	0.098	0.098	0.098	1.163
Actual/Proj.	0.193	(0.679)	(0.040)	0.097	0.097	0.097	0.099	0.099	0.099	0.098	0.098	0.098	0.353
Month Var.	0.101	(0.775)	(0.136)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.810)
YTD Var.	0.101	(0.674)	(0.810)	(0.810)	(0.810)	(0.810)	(0.810)	(0.810)	(0.810)	(0.810)	(0.810)	(0.810)	(0.810)

Frequency of Update to Actuals: Monthly
 PEG Has Been Fully Implemented: Yes

MTA Long Island Rail Road
2010 PEG Monitoring Milestone Report
1st Quarter 2010 (Actuals through March)

Tracking No.

LIRR 09-13
AABB

PEG Name: Inventory Management

PEG Description: Savings incurred by increasing inventory management (monitoring, reporting and analysis) in order to right size inventory levels.

PEG Status: The AABB is progressing as planned.

PEG VALUE: (\$ in millions)

	2009		2010		2011		2012		2013	
	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan: Feb-09	(0.250)	(2)	1.743	(2)	2.735	(2)	2.727	(2)	2.727	(2)
Modified Plan: Jul-09	0.000	0	1.754	(2)	2.748	(2)	2.741	(2)	2.741	(2)

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	The February Financial Plan reflects the current projection of cost savings.	1/1/2009		1/1/2009
2				
3				

KEY INDICATORS: (Positions eliminated)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)
Actual/Proj.	(1)	(1)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)	(2)
Month Var.	1	1	0	0	0	0	0	0	0	0	0	0	0
YTD Var.	1	1	0	0	0	0	0	0	0	0	0	0	0

MONTHLY CASH SAVINGS: (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.146	1.754
Actual/Proj.	0.156	0.156	0.156	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.146	1.785
Month Var.	0.010	0.010	0.010	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.031
YTD Var.	0.010	0.021	0.031	0.031	0.031	0.031	0.031	0.031	0.031	0.031	0.031	0.031	0.031

Frequency of Update to Actuals: Monthly
 PEG Has Been Fully Implemented: Yes

MTA Long Island Rail Road
2010 PEG Monitoring Milestone Report
1st Quarter 2010 (Actuals through March)

Tracking No.

LIRR 09-15
AABB

PEG Name: Reduce Maintenance in Right of Way Department

PEG Description: Reduction of field forces as well as reducing tree trimming efforts by approximately 8 miles annually.

PEG Status: The AABB is progressing as planned.

PEG VALUE: (\$ in millions)

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Feb-09	0.585	0	2.421	15	2.274	15	2.355	15	2.355	15
Modified Plan:	Jul-09	1.221	0	1.539	8	1.715	8	1.703	8	1.703	8

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	The February Financial Plan reflects the cost savings	1/1/2009		1/1/2009
2				
3				

KEY INDICATORS: (Positions eliminated)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0	0	0	0	8	8	8	8	8	8	8	8	8
Actual/Proj.	0	0	0	0	8	8	8	8	8	8	8	8	8
Month Var.	0	0	0	0	0	0	0	0	0	0	0	0	0
YTD Var.	0	0	0	0	0	0	0	0	0	0	0	0	0

MONTHLY CASH SAVINGS: (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.089	0.089	0.089	0.089	0.135	0.150	0.150	0.150	0.150	0.150	0.150	0.150	1.539
Actual/Proj.	0.089	0.089	0.089	0.089	0.135	0.150	0.150	0.150	0.150	0.150	0.150	0.150	1.539
Month Var.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
YTD Var.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Frequency of Update to Actuals: Monthly
 PEG Has Been Fully Implemented: Yes

MTA Long Island Rail Road
2010 PEG Monitoring Milestone Report
1st Quarter 2010 (Actuals through March)

Tracking No.

LIRR 09-16
AABB

PEG Name: Reduce Staffing for Maintenance and Repair of Power and Communication Systems

PEG Description: Reduce monthly AVPS/Public address preventative maintenance inspections and delay in response times pertaining to add, moves and changes to telephone and data service installation requests.

PEG Status: The AABB is progressing as planned.

PEG VALUE: (\$ in millions)

	2009		2010		2011		2012		2013	
	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan: Feb-09	1.026	11	1.561	16	1.738	17	1.805	17	1.877	17
Modified Plan: Jul-09	1.026	11	1.455	15	1.513	15	1.574	15	1.637	15

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	The February Financial Plan reflects the cost savings	1/1/2009		1/1/2009
2				
3				

KEY INDICATORS: (Positions eliminated)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	15	15	15	15	15	15	15	15	15	15	15	15	15
Actual/Proj.	15	15	15	15	15	15	15	15	15	15	15	15	15
Month Var.	0	0	0	0	0	0	0	0	0	0	0	0	0
YTD Var.	0	0	0	0	0	0	0	0	0	0	0	0	0

MONTHLY CASH SAVINGS: (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.121	0.121	0.121	0.121	0.121	0.121	0.121	0.121	0.121	0.121	0.121	0.121	1.455
Actual/Proj.	0.121	0.121	0.121	0.121	0.121	0.121	0.121	0.121	0.121	0.121	0.121	0.121	1.455
Month Var.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
YTD Var.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Frequency of Update to Actuals: Monthly
 PEG Has Been Fully Implemented: Yes

MTA Long Island Rail Road
2010 PEG Monitoring Milestone Report
1st Quarter 2010 (Actuals through March)

Tracking No.

LIRR 09-17
AABB

PEG Name: Reduction to Station Maintenance

PEG Description: Reduce plumber and structural repair crews and reduce station painting funds by 50%.

PEG Status: The AABB is progressing as planned.

PEG VALUE: (\$ in millions)

	2009		2010		2011		2012		2013	
	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan: Feb-09	0.930	3	1.647	11	1.087	5	1.111	5	1.133	5
Modified Plan: Jul-09	0.845	2	1.559	10	0.995	4	1.015	4	1.035	4

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	The February Financial Plan reflects the cost savings	1/1/2009		1/1/2009
2				
3				

KEY INDICATORS: (Positions eliminated)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	10	10	10	10	10	10	10	10	10	10	10	10	10
Actual/Proj.	10	10	10	10	10	10	10	10	10	10	10	10	10
Month Var.	0	0	0	0	0	0	0	0	0	0	0	0	0
YTD Var.	0	0	0	0	0	0	0	0	0	0	0	0	0

MONTHLY CASH SAVINGS: (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130	1.559
Actual/Proj.	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130	1.559
Month Var.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
YTD Var.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Frequency of Update to Actuals: Monthly
 PEG Has Been Fully Implemented: Yes

MTA Long Island Rail Road
2010 PEG Monitoring Milestone Report
1st Quarter 2010 (Actuals through March)

Tracking No.

LIRR 09-18
AABB

PEG Name: Exterior Train Car Advertisement

PEG Description: Increase advertising revenue through exterior train advertisement. \$2,500 per car per month assuming 100 cars.

PEG Status: Preliminary market evaluation completed by vendor. Formal proposal to be presented to LIRR shortly.

PEG VALUE: (\$ in millions)

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Feb-09	1.500	0	3.000	0	3.000	0	3.000	0	3.000	0
Modified Plan:	Jul-09	0.000		1.500		3.000		3.000		3.000	

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	The February 2010 Financial Plan reflects the current projection of revenue increase.	7/1/2010		7/1/2010
2				
3				

KEY INDICATORS: (Positions eliminated)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan													
Actual/Proj.													
Month Var.													
YTD Var.													

MONTHLY CASH SAVINGS: (\$ in millions)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.250	0.250	0.250	1.500
Actual/Proj.	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.250	0.250	0.250	1.500
Month Var.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
YTD Var.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Frequency of Update to Actuals: Monthly
 PEG Has Been Fully Implemented: No

MTA Long Island Rail Road
2010 PEG Monitoring Milestone Report
1st Quarter 2010 (Actuals through March)

Tracking No. LIRR 09-21
AABB

PEG Name: Train Crew Staffing Reductions

PEG Description: Combine train crew staffing on trains with low ridership. Reduce extra collector positions.

PEG Status: Reductions in train crew staffing delayed from September 2009. Positions to be eliminated through layoffs and attrition through calendar year 2010.

PEG VALUE: (\$ in millions)

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Feb-09	2.481	19	4.456	42	4.589	42	4.727	42	4.869	42
Modified Plan:	Jul-09	0.986	19	4.541	42	4.731	43	4.884	43	5.031	43

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Reduction of train crew staffing.	1/1/2009	9/9/2009	
2				
3				

KEY INDICATORS: (Positions eliminated)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	42	42	42	42	42	42	42	42	42	42	42	42	42
Actual/Proj.	19	19	19	42	42	42	42	42	42	42	42	42	42
Month Var.	(23)	(23)	(23)	0	0	0	0	0	0	0	0	0	0
YTD Var.	(23)	(23)	(23)	0	0	0	0	0	0	0	0	0	0

MONTHLY CASH SAVINGS: (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.378	0.378	0.378	0.378	0.378	0.378	0.378	0.378	0.378	0.378	0.378	0.378	4.541
Actual/Proj.	0.171	0.171	0.171	0.378	0.378	0.378	0.378	0.378	0.378	0.378	0.378	0.378	3.919
Month Var.	(0.207)	(0.207)	(0.207)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.622)
YTD Var.	(0.207)	(0.415)	(0.622)	(0.622)	(0.622)	(0.622)	(0.622)	(0.622)	(0.622)	(0.622)	(0.622)	(0.622)	(0.622)

Frequency of Update to Actuals: Monthly
 PEG Has Been Fully Implemented: No

**MTA Long Island Rail Road
2010 PEG Monitoring Milestone Report
1st Quarter 2010 (Actuals through March)**

Tracking No. _____

LIRR 06-05

PEG Name: Revenue Enhancements: Right of Way Leased Line Fees

PEG Description: An updated valuation of the right of way indicates that the fees currently charged are understated. This ongoing increment to revenue represents a projection of what may be achieved through current negotiations.

PEG Status: The LIRR and Long Island Power Authority (LIPA) are involved in two separate billing disputes. One involves LIPA's decision to increase its cost of service charges to the LIRR for utility usage and the other relates to the MTA/LIRR's decision to charge higher lease fees to LIPA for use of its utility poles along the right of way. The LIRR and LIPA are in the process of negotiating a settlement of these issues.

PEG VALUE: (\$ in millions)

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Feb-06	12.000	0	12.000	0	12.000	0	12.000	0	12.000	
Modified Plan:	Jul-09	12.860	0	12.832	0	12.911	0	12.983	0	13.053	

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Negotiations regarding leased line fees.	On-going		
2				
3				

KEY INDICATORS: (Positions eliminated):													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan													
Actual/Proj.													
Month Var.													
YTD Var.													

MONTHLY CASH SAVINGS (\$ in millions):													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	1.069	1.069	1.069	1.069	1.069	1.069	1.069	1.069	1.069	1.069	1.069	1.069	12.832
Actual/Proj.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	12.832	12.832
Month Var.	(1.069)	(1.069)	(1.069)	(1.069)	(1.069)	(1.069)	(1.069)	(1.069)	(1.069)	(1.069)	(1.069)	11.763	0.000
YTD Var.	(1.069)	(2.139)	(3.208)	(4.277)	(5.347)	(6.416)	(7.485)	(8.555)	(9.624)	(10.693)	(11.763)	0.000	

Frequency of Update to Actuals: Monthly
PEG Has Been Fully Implemented: No

**Metropolitan Transportation Authority
2010 MNR PEG Monitoring Program
1st Quarter 2010 Results and Year-End PEG Achievement**

In 2010, seven PEGs are monitored with anticipated total savings of \$19.592M: NHL Equipment Replacement Plan PEG, Administrative Position Reductions, TVM Strategy, T&E Savings from Reduce Deadhead Equipment Trains, Security Plan – GCT Halls/Trainshed Fire Safety, West of Hudson Service Plan, East of Hudson Service Plan. All are completed except for the NHL Equipment Plan. Of those completed PEGs, an \$8.623M year-end savings will result.

Further, four AABBs are monitored with anticipated total savings of \$15.000M. Two AABBS are completed: Reduce Operating Capital Funded Management Initiatives; and Reduce Overtime for Maintenance of Equipment, Maintenance of Way and Operations Services. The savings achieved total \$12.600M. Metro-North expects to achieve another anticipated savings of \$2.400M by year-end from two AABBs that are still in progress: Reduce Car Consists and Increase Train Occupancy for East of Hudson Lines, and Reduce Service for East of Hudson, Net of Revenues.

Actual First Quarter PEG and AABB savings for Metro-North is \$4.744M. By year end 2010, Metro-North anticipates a total savings of \$34.592M.

MTA Metro-North Rail Road
2010 PEG Monitoring Milestone Report
1st Quarter 2010 (Actuals through March)

Tracking No. MNR 10-01

PEG Name: Administration Position Reductions

PEG Description: In conjunction with the review of administrative staffing levels, Metro-North will eliminate 10 administrative positions starting July 1, 2009 to reduce costs and streamline the organization. Positions eliminated are all vacant and do not require any layoffs of personnel. These reductions span various functional areas of the company and include managers, analysts/specialists and clerical positions.

PEG Status: PEG Completed

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Feb-10	0.450	8	1.170	10	1.192	10	1.217	10	1.241	10
Modified Plan:											

CRITICAL TASKS & MILESTONES:			Planned Date	Revised Date	Actual Date

KEY INDICATORS (positions eliminated):

Revenue	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	9			1									10
Actual/Proj.	9			1									10
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Actual/Proj.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Month Var.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
YTD Var.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Frequency of Update to Actuals: Quarterly
 PEG Has Been Fully Implemented: No

**MTA Metro-North Rail Road
2010 PEG Monitoring Milestone Report
1st Quarter 2010 (Actuals through March)**

Tracking No.

MNR 10-02

PEG Name: TVM Strategy

PEG Description: The deployment of ticket vending machines and the continued growth in Mail-n-Ride and Web Ticket sales has shifted significant portions of ticket sales away from manned, ticket office windows. These changes as well as the deployment of an additional 52 TVM machines will enable a further reduction in ticket selling staff. Starting January 2010, thirteen positions will be eliminated at the following stations:

- GCT reduce two ticket sellers at ticket windows and eliminate one Extra List position (eliminate 3 Full Time Positions)
- Close Ticket Offices at Darien, Ossining, Hartsdale (eliminate 3 Full Time Positions)
- Reduce ticket window hours at 3 New Haven Line Stations: South Norwalk, Rye, Fordham (eliminate 3 Part Time positions)
- Close Ticket Offices at Fleetwood, Chappaqua, Larchmont (eliminate 3 Full Time Positions)
- Reduce ticket window hours during 1st and 2nd shifts at New Haven Station (eliminate 1 Full Time position)

PEG Status: PEG Completed.

PEG VALUE (\$ in millions):

	Feb-10	2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:		0.000	0	1.097	13	1.110	13	1.132	13	1.155	13
Modified Plan:											

CRITICAL TASKS & MILESTONES:	Planned Date	Revised Date	Actual Date

KEY INDICATORS (positions eliminated):

Revenue	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	13												13
Actual/Proj.	13												13
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.088	0.084	0.097	0.092	0.088	0.092	0.092	0.092	0.092	0.088	0.092	0.097	1.097
Actual/Proj.	0.088	0.084	0.097	0.092	0.088	0.092	0.092	0.092	0.092	0.088	0.092	0.097	1.097
Month Var.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
YTD Var.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Frequency of Update to Actuals:
PEG Has Been Fully Implemented:

Quarterly
Yes

MTA Metro-North Rail Road
2010 PEG Monitoring Milestone Report
1st Quarter 2010 (Actuals through March)

Tracking No. MNR 10-03

PEG Name: T&E Savings from Reduce Deadhead Equip Trains

PEG Description: - Review lightly used Dead Head Equipment trains for elimination
 - Estimated savings are 2 conductors and 2 engineers. (1 each on Hudson and NH Lines)

PEG Status: PEG Completed.

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Feb-10	0.275	4	1.133	4	1.168	4	1.180	4	1.203	4
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date

KEY INDICATORS (positions eliminated):

Revenue	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	4												4
Actual/Proj.	4												4
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.091	0.087	0.100	0.096	0.091	0.096	0.096	0.096	0.096	0.091	0.096	0.100	1.133
Actual/Proj.	0.091	0.087	0.100	0.096	0.091	0.096	0.096	0.096	0.096	0.091	0.096	0.100	1.133
Month Var.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
YTD Var.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Frequency of Update to Actuals: Quarterly
 PEG Has Been Fully Implemented: Yes

**MTA Metro-North Rail Road
2010 PEG Monitoring Milestone Report
1st Quarter 2010 (Actuals through March)**

Tracking No.

MNR 10-04

PEG Name: Security Plan - GCT Halls/Trainshed Fire Safety

PEG Description: Substantial portion (8 positions) of planned safety functions related to GCT Halls/Train shed Fire Safety will be absorbed in other safety initiatives (IESS project) and by existing staff. Consequently, of the positions originally included in the February 2009 financial plan for 2010, eight safety positions will be permanently eliminated and 4 GCT positions will be deferred to 2011.

PEG Status: PEG Completed.

PEG VALUE (\$ in millions):

	Feb-10	2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:		0.000	0	1.245	12	0.864	8	0.882	8	0.900	8
Modified Plan:											

CRITICAL TASKS & MILESTONES:	Planned Date	Revised Date	Actual Date

KEY INDICATORS (positions eliminated):

Revenue	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	12												12
Actual/Proj.	12												12
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.100	0.095	0.110	0.105	0.100	0.105	0.105	0.105	0.105	0.100	0.105	0.110	1.245
Actual/Proj.	0.100	0.095	0.110	0.105	0.100	0.105	0.105	0.105	0.105	0.100	0.105	0.110	1.245
Month Var.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
YTD Var.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Frequency of Update to Actuals:
PEG Has Been Fully Implemented:

Quarterly
Yes

**MTA Metro-North Rail Road
2010 PEG Monitoring Milestone Report
1st Quarter 2010 (Actuals through March)**

Tracking No.

MNR 10-05

PEG Name: West of Hudson Service Plan

PEG Description: In 2008 additional service on the Port Jervis Line was scheduled to start in 2009.

- Late evening Outbound trains.
- Additional weekend service (3RT per day) (Deferred from '08 Service Enhancement Initiative).
- Additional weekday OP RT (Deferred from '08 Service Enhancement Initiative).
- Split 2 weekends RT's to create NYS expresses.

Due to cost constraints later that year, these changes were deferred from 2009 to 2010. Due to the recent financial concerns, improvements are now being eliminated from 2010.

PEG Status: PEG Completed.

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Feb-10	0.000	0	1.740	0	1.740	0	1.740	0	1.740	0
Modified Plan:											

CRITICAL TASKS & MILESTONES:	Planned Date	Revised Date	Actual Date

MONTHLY CASH SAVINGS (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.145	0.145	0.145	0.145	0.145	0.145	0.145	0.145	0.145	0.145	0.145	0.145	1.740
Actual/Proj.	0.145	0.145	0.145	0.145	0.145	0.145	0.145	0.145	0.145	0.145	0.145	0.145	1.740
Month Var.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
YTD Var.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Frequency of Update to Actuals:
PEG Has Been Fully Implemented:

Quarterly
Yes

**MTA Metro-North Rail Road
2010 PEG Monitoring Milestone Report
1st Quarter 2010 (Actuals through March)**

Tracking No. MNR 10-06

PEG Name: East of Hudson Service Plan

PEG Description: Original February Plan was \$3.3 million as of April 2009 for the following service changes:

- Hudson - Peak - Additional Upper Hudson peak trains (2RT).
- Hudson - Off Peak - Early AM outbound Upper Hudson.
- New Haven - Peak Danbury shuttle to operate thru to/from GCT (1RT).
New Haven - Peak New South Norwalk zone train to relieve 1833 (1 RT).
- New Haven - Weekend - Extend 1/2 Hourly service on the outer NH at key time (2 RT on Sat & 3 RT on Sun).
- All lines - Ridership Growth (cost required to increase revenue collection coverage).

To reduce costs, the 2010 Service Plan was scaled back. Only New Haven 1/2 hr local service will be added from Stamford to GCT on Sundays for \$1.0 million as of April 2010, resulting in \$2.3 million reduction.

PEG Status: PEG Completed.

PEG VALUE (\$ in millions):

	2009	2010	2011	2012	2013					
						\$	Pos.	\$	Pos.	\$
Original Plan: Feb-10	0.000	0	2.238	9	2.951	9	2.915	9	2.886	9
Modified Plan:										

CRITICAL TASKS & MILESTONES:	Planned Date	Revised Date	Actual Date

KEY INDICATORS (positions eliminated):

Revenue	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan				9									9
Actual/Proj.				9									9
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
Plan	0.000	0.000	0.000	0.249	0.249	0.249	0.249	0.249	0.249	0.249	0.249	0.249	2.238
Actual/Proj.	0.000	0.000	0.000	0.249	0.249	0.249	0.249	0.249	0.249	0.249	0.249	0.249	2.238
Month Var.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
YTD Var.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Frequency of Update to Actuals: Quarterly
PEG Has Been Fully Implemented: Yes

**MTA Metro-North Rail Road
2010 AABB Monitoring Milestone Report
1st Quarter 2010 (Actuals through March)**

Tracking No. MNR 10-07 AABB

AABB Name: Reduce Car Consists and Increase Train Occupancy for East of Hudson Lines

AABB Description: Reduce consist (shorten trains) for weekday peak, and weekday off peak service wherever possible up to the current loading standard of 95% (peak) or 85% (off peak) of available seats. Customers on all lines east of the Hudson will notice crowding and see standees on certain days. On the New Haven Line, given that occupancy is already close to 95%, only one car will be reduced from two AM requirements -1303 and 1333 - affecting CT and NYS west of Stamford.

AABB Status: Pending

AABB VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Feb-10	0.000	-	1.400	-	2.800	-	2.800	-	2.800	-
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Reduce Car Consists	Jul-10		

KEY INDICATORS:													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan													-
Actual/Proj.													-
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
Plan	0.000	0.000	0.000	0.000	0.000	0.000	0.233	0.233	0.233	0.233	0.233	0.233	1.400
Actual/Proj.	0.000	0.000	0.000	0.000	0.000	0.000	0.233	0.233	0.233	0.233	0.233	0.233	1.400
Month Var.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
YTD Var.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Frequency of Update to Actuals: Quarterly
AABB Has Been Fully Implemented: No

**MTA Metro-North Rail Road
2010 AABB Monitoring Milestone Report
1st Quarter 2010 (Actuals through March)**

Tracking No. MNR 10-08 AABB

AABB Name: Reduce Service for East of Hudson, Net of Revenues

AABB Description: Discontinue/combine 13 East of Hudson trains (combine three weekday off-peak evening trains with other trains on the Hudson Line; combine one weekday PM peak train with another train and eliminate one weekday PM peak train on the Harlem Line; eliminate two weekday afternoon off-peak and one late night train 7 days per week on the New Haven Line). Trains combined with other trains will thereby have increased travel time.

AABB Status: Pending

AABB VALUE (\$ in millions):

	2009		2010		2011		2012		2013	
	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan: Feb-10	0.000	-	1.000	9	2.100	9	2.100	9	2.100	9
Modified Plan:										

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Reduce Service East of Hudson	Jul-10		

KEY INDICATORS: (Positions Eliminated)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan							9						9
Actual/Proj.							9						9
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
Plan	0.000	0.000	0.000	0.000	0.000	0.000	0.167	0.167	0.167	0.167	0.167	0.167	1.000
Actual/Proj.	0.000	0.000	0.000	0.000	0.000	0.000	0.167	0.167	0.167	0.167	0.167	0.167	1.000
Month Var.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
YTD Var.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Frequency of Update to Actuals: Quarterly
AABB Has Been Fully Implemented: No

MTA Metro-North Rail Road
2010 PEG Monitoring Milestone Report
1st Quarter 2010 (Actuals through March)

Tracking No.

MNR 09-06
AABB

AABB Name: Reduce Operating Capital Funded Management Initiatives

AABB Description: Reduce Operating Capital Funded Management Initiatives

AABB Status:

AABB Completed: In the final 2009 Mid-Year Forecast submission MNR met its financial plan targets by reducing a combination of Operating Capital projects as well as other operating expense cuts, including reductions in credit/debit card fees, adjustments in the seat replacement program, increases in overhead recovery credits from the capital program and other miscellaneous expenses.

AABB VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Feb-09	6.600	0	11.600	0	11.600	0	11.600	0	11.600	0
Modified Plan:											

CRITICAL TASKS & MILESTONES:	Planned Date	Revised Date	Actual Date
1			
2			
3			
4			

KEY INDICATORS:	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Plan													-
Actual/Proj.													-
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.967	0.967	0.967	0.967	0.967	0.967	0.967	0.967	0.967	0.967	0.967	0.967	11.600
Actual/Proj.	0.967	0.967	0.967	0.967	0.967	0.967	0.967	0.967	0.967	0.967	0.967	0.967	11.600
Month Var.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
YTD Var.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Frequency of Update to Actuals: Monthly
PEG Has Been Fully Implemented: Yes

MTA Metro-North Rail Road
2010 PEG Monitoring Milestone Report
1st Quarter 2010 (Actuals through March)

Tracking No.

MNR 09-12
AABB

AABB Name: Reduce Overtime for Maintenance of Equipment, Maintenance of Way and Operations

AABB Description: Reduce Overtime for Maintenance of Equipment, Maintenance of Way and Operations

AABB Status: PEG completed in 2009 and carried forward in 2010 Budget.

AABB VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Feb-09	1.000	0	1.000	0	1.000	0	1.000	0	1.000	0
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Continue to meet daily car consist compliance	1/1/2010		
2	Maintain turnaround for unschedule maintenance.			
3	Maintain service in adverse weather conditions.			
4				

KEY INDICATORS:													
Revenue	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan													-
Actual/Proj.													-
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.080	0.077	0.088	0.084	0.080	0.084	0.084	0.084	0.084	0.080	0.084	0.088	1.000
Actual/Proj.	0.080	0.077	0.088	0.084	0.080	0.084	0.084	0.084	0.084	0.080	0.084	0.088	1.000
Month Var.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
YTD Var.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Frequency of Update to Actuals: Monthly
PEG Has Been Fully Implemented: Yes

MTA Metro-North Railroad
2010 PEG Monitoring Milestone Report
1st Quarter 2010 (Actuals through March)

Tracking No. MNR 08-01

PEG Name: Equipment Replacement Plan - NHL

PEG Description: This PEG reflects the rescheduled M8 car deliveries (from 2009 to 2010) and the earlier-than-projected retirement of M2 cars (starting in 2010).

PEG Status: Eight M8s will be put into service in the 4th Quarter. Further, the M2 cars will not retire in 2010 as originally planned.

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Feb-08	6.253	0	10.969	0	8.881	0	8.881	0	8.881	0
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Eight M8 cars will be put into service in the 4th Quarter rather than 100 cars that were originally planned.	Nov-10		
2	M2s will not retire in 2010 as planned.	-		
3	The Equipment Plan for the NHL is under evaluation due to the rescheduling of M8 car deliveries.			

KEY INDICATORS:

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan													-
Actual/Proj.													-
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.000	0.000	0.000	0.000	0.000	0.000	1.828	1.828	1.828	1.828	1.828	1.829	10.969
Actual/Proj.	0.000	0.000	0.000	0.000	0.000	0.000	1.828	1.828	1.828	1.828	1.828	1.829	10.969
Month Var.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-
YTD Var.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-

Frequency of Update to Actuals: Monthly
 PEG Has Been Fully Implemented: No

**Metropolitan Transportation Authority
2009 B&T AABB Monitoring Program
1st Quarter 2010 Results**

AABB

For the first quarter of 2010, B&T monitored five AABB programs that were projected to provide annual expense savings of \$16.4 million, with \$4.1 million allocated to the first quarter.

Results for the first quarter indicate savings of \$3.9 million, which is \$0.2 million less than the original estimate. The shortfall is primarily due to the timing of surveillance equipment purchases and will be completely offset by lower spending in this area going forward.

MTA Bridges and Tunnels
2010 AABB Monitoring Milestone Report
1st Quarter 2010 (Actuals through March)

Tracking No. B&T 10-01 AABB

AABB Name: Truck Weight Enforcement

AABB Description: B&T funded dedicated weight enforcement personnel and overtime in 2007 to enforce B&T rules and regulations in regard to trucks traveling on its bridges. The program was created to protect the key structural elements of the facilities by reducing or eliminating the number of overweight trucks. This program will continue, but at a reduced level.

AABB Status: Facility-based truck enforcement was eliminated. B&T performs truck enforcement using specially trained personnel in its Special Operations Division. The modified plan includes OT fringe benefits of 7%.

AABB VALUE (\$ in millions):

Original Plan:	Feb-10	2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
		0.000	-	0.519	-	1.037	-	1.037	-	1.037	-

CRITICAL TASKS & MILESTONES:	Planned Date	Revised Date	Actual Date

KEY INDICATORS:	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	-	-	-	-	-	-	-	-	-	-	-	-	-
Actual/Proj.	-	-	-	-	-	-	-	-	-	-	-	-	-
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.043	0.043	0.043	0.043	0.043	0.043	0.043	0.043	0.043	0.043	0.043	0.043	0.519
Actual/Proj.	0.087	0.090	0.090	0.088	0.093	0.093	0.093	0.093	0.093	0.093	0.093	0.093	1.095
Month Var.	0.04	0.05	0.05	0.04	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.58
YTD Var.	0.04	0.09	0.14	0.18	0.23	0.28	0.33	0.38	0.43	0.48	0.53	0.58	0.58

Frequency of Update to Actuals: Quarterly
 AABB Has Been Fully Implemented: Yes

MTA Bridges and Tunnels
2010 AABB Monitoring Milestone Report
1st Quarter 2010 (Actuals through March)

Tracking No. B&T 10-02 AABB

AABB Name: B&T Facility Security Assignments

AABB Description: Seven desk officer positions will be eliminated during the 9:00 to 5:00 time period. In addition, in coordination with MTA Security, facility security assignments will be reprioritized, resulting in a reduction of seven facility staff. These changes will not compromise the safety of customers or the security of the facilities.

AABB Status: **Operations reduced its authorized BTO headcount by eliminating 14 positions from schedules at the end of February, 2010. The reduced modified plan in the out-years is due to lowered fringe benefit rate assumptions (30% for salary, 7% for OT).**

AABB VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Feb-10	0.000	-	0.750	14	1.500	14	1.500	14	1.500	14

CRITICAL TASKS & MILESTONES:	Planned Date	Revised Date	Actual Date

KEY INDICATORS: (Positions Eliminated)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	14	14	14	14	14	14	14	14	14	14	14	14	14
Actual/Proj.	-	-	14	14	14	14	14	14	14	14	14	14	12
Month Var.	(14)	(14)	-	-	-	-	-	-	-	-	-	-	(9)
YTD Var.	(14)	(28)	(28)	(28)	(28)	(28)	(28)	(28)	(28)	(28)	(28)	(28)	

MONTHLY CASH SAVINGS (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.063	0.750
Actual/Proj.	-	-	0.101	0.101	0.101	0.101	0.101	0.101	0.101	0.101	0.101	0.101	1.014
Month Var.	(0.063)	(0.063)	0.039	0.039	0.039	0.039	0.039	0.039	0.039	0.039	0.039	0.039	0.264
YTD Var.	(0.063)	(0.125)	(0.086)	(0.047)	(0.008)	0.031	0.070	0.109	0.147	0.186	0.225	0.264	0.264

Frequency of Update to Actuals: Quarterly
AABB Has Been Fully Implemented: Yes

MTA Bridges and Tunnels
2009 AABB Monitoring Milestone Report
1st Quarter 2010 (Actuals through March)

Tracking No. B&T 2009-01

AABB Name: Timing of Bridge Painting

AABB Description: For efficiency purposes, attempts are made to coordinate large painting jobs with capital projects. This causes painting expenditures to vary by year. Due to rescheduling of capital construction, two major painting jobs originally expected to be carried out in 2009 and 2010 will be carried out later during the 2010 to 2014 capital program. In addition, B&T has been benefiting from some favorable recent bids on contracts, further reducing projected future expenses. The structural integrity of the facilities will not be compromised by this action.

AABB Status: B&T is achieving targeted savings.

AABB VALUE (\$ in millions):

	2009		2010		2011		2012		2013	
	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan: Feb-09	6.063	0	13.061	0	-3.720	0	-0.369	0	-0.369	0
Modified Plan:										
Var: Original Plan vs. Modified Plan										

CRITICAL TASKS & MILESTONES:	Planned Date	Revised Date	Actual Date
1 Starting in January 2009, there was a rescheduling of the painting program to coincide with capital projects.	1/1/2009		1/1/2009
2			
3			
4			
5			

KEY INDICATORS:	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0	0	0	0	0	0	0	0	0	0	0	0	0
Actual/Proj.													
Month Var.													
YTD Var.													

MONTHLY CASH SAVINGS (\$ in millions)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Original Plan	1.088	1.088	1.088	1.088	1.088	1.088	1.088	1.088	1.088	1.088	1.088	1.088	13.061
Actual/Proj.	1.088	1.088	1.088	1.088	1.088	1.088	1.088	1.088	1.088	1.088	1.088	1.088	13.061
Month Var (Actual vs. Modified Plan)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
YTD Var.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Frequency of Update to Actuals: Monthly
AABB Has Been Fully Implemented: No

MTA Bridges and Tunnels
2009 AABB Monitoring Milestone Report
1st Quarter 2010 (Actuals through March)

Tracking No. B&T 2009-02

AABB Name: Receipt of Lower-Than-Budgeted Bids

AABB Description: Several different procurements or purchases are currently underway within the Agency. In some cases, lower-than-anticipated bids or prices have been received enabling B&T to reduce projected contracted expenses.

AABB Status: The savings for the AABB initiative have been modified in the 2009 Mid-Year Forecast to reflect further reductions in bids or prices of contracts identified in this initiative.

AABB VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Feb-09	3.177	0	1.377	0	1.377	0	1.377	0	1.377	0
Modified Plan:	Jul-09	2.357	0	0.517	0	0.449	0	0.373	0	0.286	0
Var: Original Plan vs. Modified Plan		-0.820		-0.860		-0.928		-1.004		-1.091	

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	In 2009, there were several different procurements that have yielded lower-than-anticipated bid prices.	1/1/2009	1/1/2009	1/1/2009
2				
3				
4				
5				

KEY INDICATORS:	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0	0	0	0	0	0	0	0	0	0	0	0	0
Actual/Proj.													
Month Var.													
YTD Var.													

MONTHLY CASH SAVINGS (\$ in millions)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Modified Plan - Jul 2009	0.043	0.043	0.043	0.043	0.043	0.043	0.043	0.043	0.043	0.043	0.043	0.043	0.517
Actual/Proj.	0.103	-0.106	-0.082	0.067	0.067	0.067	0.067	0.067	0.067	0.067	0.067	0.067	0.517
Month Var (Actual vs. Modified Plan)	0.060	-0.149	-0.125	0.024	0.024	0.024	0.024	0.024	0.024	0.024	0.024	0.024	0.000
YTD Var.	0.060	-0.089	-0.214	-0.190	-0.167	-0.143	-0.119	-0.095	-0.071	-0.048	-0.024	0.000	0.000

Frequency of Update to Actuals: Monthly
AABB Has Been Fully Implemented: No

MTA Bridges and Tunnels
2009 AABB Monitoring Milestone Report
1st Quarter 2010 (Actuals through March)

Tracking No. B&T 2009-03

AABB Name: Reduction of 14 Non-Represented Administrative Employees

AABB Description: Reduction of budgeted administrative positons

AABB Status: The savings for the AABB initiative have been modified in the 2009 Mid-Year Forecast to adjust for delays in implementing the AABB. See Critical Tasks and Milestones for adjustments to planned implementation dates.

AABB VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Feb-09	1.501	14	1.501	14	1.501	14	1.501	14	1.501	14
Modified Plan:	Jul-09	0.977	14	1.536	14	1.547	14	1.559	14	1.559	14
Var: Original Plan vs. Modified Plan		-0.524		0.035		0.046		0.058		0.058	

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	13 positions were eliminated in May and 1 in October.	1/1/2009	5/1/2009	5/1/2009
2				
3				
4				
5				

KEY INDICATORS:	(Positions eliminated)												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Modified Plan - Jul 2009	0	0	0	0	13	0	0	0	0	1	0	0	14
Actual/Proj.	0	0	0	0	13	0	0	0	0	1	0	0	14
Month Var (Actual vs. Modified Plan)	0.000	0	0	0	0	0	0	0	0	0	0	0	0
YTD Var.	0	0	0	0	0	0	0	0	0	0	0	0	0

MONTHLY CASH SAVINGS (\$ in millions)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Modified Plan - Jul 2009	0.128	0.128	0.128	0.128	0.128	0.128	0.128	0.128	0.128	0.128	0.128	0.128	1.536
Actual/Proj.	0.128	0.128	0.128	0.128	0.128	0.128	0.128	0.128	0.128	0.128	0.128	0.128	1.536
Month Var (Actual vs. Modified Plan)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
YTD Var.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Frequency of Update to Actuals: Monthly
AABB Has Been Fully Implemented: No

**Metropolitan Transportation Authority
2010 MTAHQ PEG/AABB Monitoring Program
1st Quarter 2010 results**

PEG

In light of current fiscal constraints, MTAHQ has reduced the internal funding to MTA police for patrol work done on an overtime basis. The MTA Office of Security will seek federal funds to support this initiative.

Through the 1st Quarter, reimbursements of \$1.485 million have been received, which is ahead of schedule of the \$1.069 million planned amount. It is anticipated that the total 2010 year-end savings for the monitored PEG will be fully realized.

AABB

In January 2010, a payment of \$2.0 million was made to support the program with the remaining \$2.1 million budgeted in July. However, under the anticipated fare and toll increase plan, this program will be eliminated beginning with the \$2.1 million scheduled July payment from MTAHQ. Savings of \$4.1 million annually will be realized beginning in 2011.

The total 2010 year-end savings for the monitored AABB reduction is \$2.1 million, and it is anticipated that the savings will be fully realized by mid-year.

MTA Headquarters

2010 PEG Monitoring Milestone Report

Tracking No. MTAHQ 10-01

PEG Name: MTA Police Overtime Reduction

PEG Description: Beginning in 2009, reduce the level of MTA funding for police patrols performed on overtime. In light of current fiscal constraints, MTAHQ has reduced the internal funding to MTA police for patrol work done on an overtime basis. The MTA Office of Security will seek federal funds to support this initiative.

PEG Status: _____

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Feb-10	4.179	0	4.277	0	4.376	0	4.478	0	4.583	0
Modified Plan:											

CRITICAL TASKS & MILESTONES:			Planned Date	Revised Date	Actual Date
1					
2					
3					

KEY INDICATORS:													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan													-
Actual/Proj.													-
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.356	0.356	0.356	0.356	0.356	0.356	0.356	0.356	0.356	0.356	0.356	0.356	4.277
Actual/Proj.	0.600	0.000	0.885	0.417	1.292	0.155	0.155	0.155	0.155	0.155	0.155	0.155	4.277
Month Var.	0.244	(0.356)	0.529	0.061	0.935	(0.202)	(0.202)	(0.202)	(0.202)	(0.202)	(0.202)	(0.202)	(0.000)
YTD Var.	0.244	(0.113)	0.416	0.477	1.412	1.210	1.009	0.807	0.605	0.403	0.202	(0.000)	

Frequency of Update to Actuals: Quarterly
 AABB Has Been Fully Implemented: Yes/No

**MTA Headquarters
2010 PEG Monitoring Milestone Report**

Tracking No. MTA 10-02 AABB

AABB Name: Rockaway Resident - Cross Bay Toll Rebate Program

AABB Description: In January 2010, a payment of \$2.0 million was made to support the program with the remaining \$2.1 million budgeted in July. However, under the anticipated fare and toll increase plan, this program will be eliminated beginning with the \$2.1 million scheduled July payment from MTAHQ. Savings of \$4.1 million annually will be realized beginning in 2011.

AABB Status: AABB is on target.

AABB VALUE (\$ in millions):

	2009		2010		2011		2012		2013	
	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan: Feb-10	0.00	0.00	2.10	0.00	4.10	0.00	4.10	0.00	4.10	0.00
Modified Plan:										

CRITICAL TASKS & MILESTONES:	Planned Date	Revised Date	Actual Date

KEY INDICATORS:	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan													-
Actual/Proj.													-
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	-	-	-	-	-	2.100	-	-	-	-	-	-	2.100
Actual/Proj.	-	-	-	-	-	2.100	-	-	-	-	-	-	2.100
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

Frequency of Update to Actuals: Quarterly
AABB Has Been Fully Implemented: Yes/No

**Metropolitan Transportation Authority
2010 LI BUS PEG/AABB Monitoring program**

In 2010, two service related AABB items are being monitored with half-year savings of \$1.749 million.

The first PEG is for \$0.849 million and involves the discontinuation of underused routes throughout the system.

The second PEG represents a saving of \$0.900 million and discontinues Non-ADA Paratransit service outside of the core $\frac{3}{4}$ mile of available Fixed-Route service.

LI Bus will implement these PEGs in July 2010. Results will be reported in the 3rd quarter of 2010.

**MTA Long Island Bus
2010 AABB Monitoring Milestone Report**

Tracking No. LIB 10-01 AABB

AABB Name: Discontinue Underused Routes

AABB Description: Several bus routes perform below the system-wide average. Cost savings will be achieved by eliminating the least utilized routes within the system.

AABB Status: Will be part of the July 2010 service reduction

AABB VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Feb-10	0.000	-	0.849	19	1.697	19	1.734	19	1.774	19
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Identify routes to be eliminated and determine savings	February		February
2	Include in Public Hearing items	March		March
3	Implement board approved service changes	July		

KEY INDICATORS: (Positions Eliminated)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan													-
Actual/Proj.													-
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
Month Var.													

MONTHLY CASH SAVINGS (\$ in millions)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan							0.142	0.142	0.142	0.142	0.142	0.142	0.849
Actual/Proj.							0.142	0.142	0.142	0.142	0.142	0.142	0.849
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

Frequency of Update to Actuals: Quarterly
 AABB Has Been Fully Implemented: No

**MTA Long Island Bus
2010 AABB Monitoring Milestone Report**

Tracking No. LIB 10-02 AABB

AABB Name: Paratransit Service (Eliminate Non ADA Service)

Savings will be achieved by discontinuing Non ADA Service outside the core 3/4 mile of available Fixed-Route service.

AABB Description:

AABB Status: Will be part of the July 2010 service reductions

AABB VALUE (\$ in millions):

	2009		2010		2011		2012		2013	
	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan: Feb-10	0.000	-	0.900	-	1.200	-	1.226	-	1.254	-
Modified Plan:										

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Determine affect service areas and customers	January		January
2	Estimate Cost Savings	February		February
3	Allow time for public feedback to proposed changes	March	April	April
4	Implement approved service changes	April	July	

KEY INDICATORS:	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan													-
Actual/Proj.													-
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
Month Var.													

MONTHLY CASH SAVINGS (\$ in millions)	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan				0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.900
Actual/Proj.							0.100	0.100	0.100	0.100	0.100	0.100	0.600
Month Var.	-	-	-	(0.100)	(0.100)	(0.100)	-	-	-	-	-	-	(0.300)
YTD Var.	-	-	-	(0.100)	(0.200)	(0.300)	(0.300)	(0.300)	(0.300)	(0.300)	(0.300)	(0.300)	(0.300)

Frequency of Update to Actuals: Quarterly
AABB Has Been Fully Implemented: No

**Metropolitan Transportation Authority
2010 MTABC PEG/AABB Monitoring program**

In 2010, two service related AABB items are being monitored with half-year savings of \$1.36 million.

The first PEG for \$0.757 million and involves the discontinuation of underused routes throughout the system.

The second PEG represents a saving of \$0.600 million and implements revised loading guidelines on select bus routes.

MTA Bus Company will implement these PEGs in July 2010. Results will be reported in the 3rd quarter of 2010.

MTA Bus Company
2010 AABB Monitoring Milestone Report

Tracking No. MT BUS 10-01 AABB

AABB Name: Discontinue Underused Routes

AABB Description: Several bus routes perform below the system-wide average. Cost savings will be achieved by eliminating the least utilized routes within the system.

AABB Status: Will be part of the July 2010 service reduction

AABB VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Feb-10	0.000	-	0.757	25	1.514	25	1.547	25	1.582	25
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Identify routes to be eliminated and determine savings	February		February
2	Include in Public Hearing items	March		March
3	Implement board approved service changes	July		

KEY INDICATORS: (Positions Eliminated)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan													-
Actual/Proj.													-
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan							0.126	0.126	0.126	0.126	0.126	0.126	0.757
Actual/Proj.							0.126	0.126	0.126	0.126	0.126	0.126	0.757
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

Frequency of Update to Actuals: Quarterly
 AABB Has Been Fully Implemented: No

MTA Bus Company
2010 AABB Monitoring Milestone Report

Tracking No. MT BUS 10-02 AABB

AABB Name: Loading Guidelines

AABB Description: Cost savings will be achieved by adjusting schedules resulting in fewer off-peak buses on some routes. This will increase the potential for more standees and additional waiting time.

AABB Status: Will be part of the July 2010 service reduction

AABB VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Feb-10	0.000	-	0.600	-	1.200	-	1.226	-	1.226	-
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Identify route schedules to be adjusted and determine savings	February		February
2	Include in Public Hearing items	March		March
3	Implement board approved service changes	July		

KEY INDICATORS:													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan													-
Actual/Proj.													-
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan							0.100	0.100	0.100	0.100	0.100	0.100	0.600
Actual/Proj.							0.100	0.100	0.100	0.100	0.100	0.100	0.600
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

Frequency of Update to Actuals: Quarterly
AABB Has Been Fully Implemented: No