

Metropolitan Transportation Authority

PEG Monitoring Report

4th Quarter 2010

Metropolitan Transportation Authority
4th Quarter 2010 Year-To-Date
PEG/AABB/BRP Monitoring Summary
(Combined 2005 - 2010 PEGs/AABBs/BRPs)
(\$ in millions)

MTA Agencies	2005 - 2010 PEGs/AABBs/BRPs Monitored * (Full Year)		4th Quarter Results (ytd)				% of 2005 - 2010 Monitored PEGs/AABBs/BRPs Implemented at end of Quarter
	Pos	(\$)	"Planned" Savings (\$)	"Realized" Savings (\$)	Variance Fav/(Unfav) (\$)	"Realized" Savings as % of "Planned" Savings (\$)	
New York City Transit	2,990	256.595	255.912	274.512	18.600	>100.0%	>100.0%
Long Island Rail Road	206	39.507	39.507	23.781	(15.726)	60.2%	60.2%
Metro-North Railroad	89	66.360	66.360	66.360	0.000	100.0%	100.0%
MTA Bridges & Tunnels	116	55.648	55.648	55.648	0.000	100.0%	100.0%
MTA Headquarters	0	27.410	27.410	28.841	1.431	>100.0%	>100.0%
Long Island Bus	14	2.829	2.829	2.629	(0.200)	92.9%	92.9%
Staten Island Rail	0	0.000	0.000	0.000	0.000	N/A	N/A
MTA Bus Company	75	18.186	18.186	18.186	0.000	100.0%	100.0%
MTA CONSOLIDATED	3,490	466.535	465.852	469.957	4.105	>100.0%	>100.0%

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

Metropolitan Transportation Authority
4th Quarter 2010 Year-To-Date
PEG/AABB Monitoring Summary
(2010 PEGs/AABBs)
(\$ in millions)

MTA Agencies	2010 PEGs & AABBs Monitored * (Full Year)		4th 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	81.939	81.939	81.690	(0.249)	99.7%	99.7%
Long Island Rail Road	33	5.505	5.505	5.505	0.000	100.0%	100.0%
Metro-North Railroad	57	11.023	11.023	11.023	0.000	100.0%	100.0%
MTA Bridges & Tunnels	14	1.977	1.977	1.977	0.000	100.0%	100.0%
MTA Headquarters	0	5.727	5.727	7.644	1.917	>100.0%	>100.0%
Long Island Bus	19	1.760	1.760	1.560	(0.200)	88.6%	88.6%
Staten Island Rail	0	0.000	0.000	0.000	0.000	N/A	N/A
MTA Bus Company	25	1.357	1.357	1.357	0.000	100.0%	100.0%
MTA CONSOLIDATED	1,068	109.288	109.288	110.756	1.468	>100.0%	>100.0%

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

Metropolitan Transportation Authority
4th Quarter 2010 Year-To-Date
BRP Monitoring Summary
(2010 BRPs)
(\$ in millions)

MTA Agencies	2010 BRPs Monitored * (Full Year)		4th Quarter Results (ytd)				% of 2010 Monitored BRPs Implemented at end of Quarter
	Pos	(\$)	"Planned" Savings (\$)	"Realized" Savings (\$)	Variance Fav/(Unfav) (\$)	"Realized" Savings as % of "Planned" Savings (\$)	
New York City Transit	1135	111.839	111.156	125.210	14.054	>100.0%	>100.0%
Long Island Rail Road	43	3.539	3.539	3.539	0.000	100.0%	100.0%
Metro-North Railroad	32	29.937	29.937	29.937	0.000	100.0%	100.0%
MTA Bridges & Tunnels	88	38.557	38.557	38.557	0.000	100.0%	100.0%
MTA Headquarters	0	21.683	21.683	21.197	(0.486)	97.8%	97.8%
Long Island Bus	(5)	1.069	1.069	1.069	0.000	100.0%	100.0%
Staten Island Rail	0	0.000	0.000	0.000	0.000	N/A	N/A
MTA Bus Company	50	16.829	16.829	16.829	0.000	100.0%	100.0%
MTA CONSOLIDATED	1,343	223.453	222.770	236.338	13.568	>100.0%	>100.0%

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Metropolitan Transportation Authority
4th Quarter 2010 Year-To-Date
PEG/AABB Monitoring Summary
(2009 PEGs/AABBs)
(\$ in millions)

MTA Agencies	2009 PEGs & AABBs Monitored * (Full Year)		4th 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	935	62.817	62.817	67.612	4.795	>100.0%	>100.0%
Long Island Rail Road	130	17.631	17.631	14.737	(2.894)	83.6%	83.6%
Metro-North Railroad	0	12.600	12.600	12.600	0.000	100.0%	100.0%
MTA Bridges & Tunnels	14	15.114	15.114	15.114	0.000	100.0%	100.0%
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	1,079	108.162	108.162	110.063	1.901	>100.0%	>100.0%

* The value of the monitored PEGs/AABBs reflects re-estimates captured through the November 2010 Financial Plan and only includes those PEGs/AABBs with an annual vs

Metropolitan Transportation Authority
4th Quarter 2010 Year-To-Date
PEG/AABB Monitoring Summary
(2008 PEGs/AABBs)
(\$ in millions)

MTA Agencies	2008 PEGs & AABBs Monitored * (Full Year)		4th Quarter Results (ytd)				% of 2008 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	0	0.000	0.000	0.000	0.000	N/A	N/A
Long Island Rail Road	0	0.000	0.000	0.000	0.000	N/A	N/A
Metro-North Railroad	0	12.800	12.800	12.800	0.000	100.0%	100.0%
MTA Bridges & Tunnels	0	0.000	0.000	0.000	0.000	N/A	N/A
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	0	12.800	12.800	12.800	0.000	100.0%	100.0%

* The value of the monitored PEGs/AABBs reflects re-estimates captured through the November 2010 Financial Plan and only includes those PEGs/AABBs with an annual ve

Metropolitan Transportation Authority
4th Quarter 2010 Year-To-Date
PEG/AABB Monitoring Summary
(2006 PEGs/AABBs)
(\$ in millions)

MTA Agencies	2006 PEGs & AABBs Monitored * (Full Year)		4th Quarter Results (ytd)				% of 2006 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	0	0.000	0.000	0.000	0.000	N/A	N/A
Long Island Rail Road	0	12.832	12.832	0.000	(12.832)	0.0%	0.0%
Metro-North Railroad	0	0.000	0.000	0.000	0.000	N/A	N/A
MTA Bridges & Tunnels	0	0.000	0.000	0.000	0.000	N/A	N/A
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	0	12.832	12.832	0.000	(12.832)	0.0%	0.0%

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Metropolitan Transportation Authority
4th Quarter 2010 Year-To-Date
PEG/AABB Monitoring Summary
(2010 PEGs/AABBs)
(\$ in millions)

PEG Tracking #	PEG Name	2010 PEGs/AABBs Monitored * (Full-Year 10)		4th 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)	(\$)	(\$)	(\$)	
NYCT								
NYCT 10-01	Administrative Efficiencies - Buses	0	1.702	1.702	1.702	0.000	100.0%	100.0%
NYCT 10-02	Normal Replacement Savings	0	0.250	0.250	0.250	0.000	100.0%	100.0%
NYCT 10-03	Employee Facility Rehabilitation Savings - Buses	47	5.277	5.277	5.277	0.000	100.0%	100.0%
NYCT 10-04	Maintenance Efficiencies - Buses	26	4.756	4.756	4.756	0.000	100.0%	100.0%
NYCT 10-05	Maintenance Efficiencies - Car Equipment	28	1.457	1.457	1.457	0.000	100.0%	100.0%
NYCT 10-06	Non-Bus Material Reduction	0	1.119	1.119	1.119	0.000	100.0%	100.0%
NYCT 10-07	Station Cleaning	25	1.614	1.614	1.614	0.000	100.0%	100.0%
NYCT 10-08	Station Maintenance	22	1.829	1.829	1.580	(0.249)	86.4%	86.4%
NYCT 10-09	Station Painting	0	22.332	22.332	22.332	0.000	100.0%	100.0%
NYCT 10-10	Terminal Car Cleaning	58	4.124	4.124	4.124	0.000	100.0%	100.0%
NYCT 10-11	Fuel Economies	0	4.791	4.791	4.791	0.000	100.0%	100.0%
NYCT 10-12	Security Post Reductions	15	0.557	0.557	0.557	0.000	100.0%	100.0%
Subtotal NYCT PEGs		221	49.808	49.808	49.559	(0.249)	99.5%	99.5%
NYCT 10-13 AABB	AABB Bus Service Reductions	550	24.500	24.500	24.500	0.000	100.0%	100.0%
NYCT 10-14 AABB	Service - Subways Reductions	149	7.631	7.631	7.631	0.000	100.0%	100.0%
Subtotal NYCT AABBs		699	32.131	32.131	32.131	0.000	100.0%	100.0%
Total NYCT PEGs & AABBs		920	81.939	81.939	81.690	(0.249)	99.7%	99.7%
LIRR 10-02 AABB	Further Reductions to Train Service	21	2.271	2.271	2.271	0.000	100.0%	100.0%
LIRR 10-03 AABB	Reduce Fleet Maintenance	4	2.650	2.650	2.650	0.000	100.0%	100.0%
LIRR 10-04 AABB	Reduce Crew Extra Staffing List	8	0.584	0.584	0.584	0.000	100.0%	100.0%
Subtotal LIRR AABBs		33	5.505	5.505	5.505	0.000	100.0%	100.0%
Total LIRR PEGs & AABBs		33	5.505	5.505	5.505	0.000	100.0%	100.0%

Metropolitan Transportation Authority
4th Quarter 2010 Year-To-Date
PEG/AABB Monitoring Summary
(2010 PEGs/AABBs)
(\$ in millions)

PEG Tracking #	PEG Name	2010 PEGs/AABBs Monitored * (Full-Year 10)		4th 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	
<u>MNR</u>								
MNR 10-01	Administration Position Reductions	10	1.170	1.170	1.170	0.000	100.0%	100.0%
MNR 10-02	TVM Strategy	13	1.097	1.097	1.097	0.000	100.0%	100.0%
MNR 10-03	T&E Savings from Reduce Deadhead Equipment Trains	4	1.133	1.133	1.133	0.000	100.0%	100.0%
MNR 10-04	Security Plan - GCT Halls/Trainshed Fire Safety	12	1.245	1.245	1.245	0.000	100.0%	100.0%
MNR 10-05	West of Hudson Service Plan	0	1.740	1.740	1.740	0.000	100.0%	100.0%
MNR 10-06	East of Hudson Service Plan	9	2.238	2.238	2.238	0.000	100.0%	100.0%
Subtotal MNR PEGs		48	8.623	8.623	8.623	0.000	100.0%	100.0%
MNR 10-07 AABB	Reduce Car Consists and Incr. Train Occupancy for East of Hudson Lines	0	1.400	1.400	1.400	0.000	100.0%	100.0%
MNR 10-08 AABB	Reduce Service for East of Hudson, Net of Revenues	9	1.000	1.000	1.000	0.000	100.0%	100.0%
Subtotal MNR AABBs		9	2.400	2.400	2.400	0.000	100.0%	100.0%
Total MNR PEGs & AABBs		57	11.023	11.023	11.023	0.000	100.0%	100.0%
<u>B&T</u>								
B&T 10-01 AABB	Truck Weight Enforcement	0	0.897	0.897	0.897	0.000	100.0%	100.0%
B&T 10-02 AABB	B&T Facility Security Assignments	14	1.080	1.080	1.080	0.000	100.0%	100.0%
Total B&T AABBs		14	1.977	1.977	1.977	0.000	100.0%	100.0%
<u>MTA HQ</u>								
HQ 10-01	MTA Police Overtime Reduction	0	4.277	4.277	6.194	1.917	>100.0%	>100.0%
Subtotal HQ PEGs		0	4.277	4.277	6.194	1.917	>100.0%	>100.0%
HQ 10-02 AABB	Rockaway Resident - Cross Bay Toll Rebate Program	0	1.450	1.450	1.450	0.000	100.0%	100.0%
Subtotal HQ AABBs		0	1.450	1.450	1.450	0.000	100.0%	100.0%
Total HQ PEGs & AABBs		0	5.727	5.727	7.644	1.917	>100.0%	>100.0%

Metropolitan Transportation Authority
4th Quarter 2010 Year-To-Date
PEG/AABB Monitoring Summary
(2010 PEGs/AABBs)
(\$ in millions)

PEG Tracking #	PEG Name	2010 PEGs/AABBs Monitored * (Full-Year 10)		4th 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	
LIB								
LIB 10-01 ABB	Discontinue Underused Routes	19	0.860	0.860	0.860	0.000	100.0%	100.0%
LIB 10-02 ABB	Paratransit Service (Eliminate Non ADA Service)	0	0.900	0.900	0.700	(0.200)	77.8%	77.8%
Total LIB ABBs:		19	1.760	1.760	1.560	(0.200)	88.6%	88.6%
MTA Bus								
MTBUS 10-01 ABB	Discontinue Underused Routes	25	0.757	0.757	0.757	0.000	100.0%	100.0%
MTBUS 10-02 ABB	Loading Guidelines	0	0.600	0.600	0.600	0.000	100.0%	100.0%
Total MTBUS ABBs:		25	1.357	1.357	1.357	0.000	100.0%	100.0%
Subtotal MTA Consolidated PEGs:		269	62.708	62.708	64.376	1.668	>100.0%	>100.0%
Subtotal MTA Consolidated ABBs:		799	46.580	46.580	46.380	(0.200)	99.6%	99.6%
Total MTA Consolidated PEGs and ABBs:		1068	109.288	109.288	110.756	1.468	>100.0%	>100.0%

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Metropolitan Transportation Authority
4th Quarter 2010 Year-To-Date
BRP Monitoring Summary
(2010 BRPs)
(\$ in millions)

BRP Tracking #	PEG Name	2010 BRPs Monitored *		4th Quarter Results (ytd)				% of 2010 Monitored PEGs/AABBs Implemented at end of Quarter
		(Full-Year 10)		"Planned" Savings	"Realized" Savings	Variance Fav/(Unfav)	"Realized" Savings as % of "Planned" Savings	
		Pos	(\$)	(\$)	(\$)	(\$)	(\$)	
NYCT								
NYCT 10-15 BRP	15% Reduction Plan (Central Administration)	345	18.261	18.261	18.261	0.000	100.0%	100.0%
NYCT 10-16 BRP	10% Operating Department Administrative Support	144	8.735	8.735	8.735	0.000	100.0%	100.0%
NYCT 10-17 BRP	Rapid Procurement/Project Elimination	14	6.421	6.421	6.421	0.000	100.0%	100.0%
NYCT 10-18 BRP	OTPS Reductions	0	4.280	4.280	4.280	0.000	100.0%	100.0%
NYCT 10-19 BRP	MTA/LI Bus NYCT Support	10	0.683	0.000	0.000	0.000	0.0%	0.0%
NYCT 10-21 BRP	Car Quality Control Streamlining	17	2.558	2.558	2.558	0.000	100.0%	100.0%
NYCT 10-22 BRP	Extend SMS Cycle/Other SMS Economies	109	10.693	10.693	10.693	0.000	100.0%	100.0%
NYCT 10-23 BRP	Track Cleaning Reductions	46	2.054	2.054	1.947	(0.107)	94.8%	94.8%
NYCT 10-24 BRP	Grouting Program Reduction	24	1.137	1.137	0.968	(0.169)	85.1%	85.1%
NYCT 10-25 BRP	Shop Plan Reductions	74	10.829	10.829	10.829	0.000	100.0%	100.0%
NYCT 10-26 BRP	Bus Maintenance Economies	34	1.361	1.361	1.361	0.000	100.0%	100.0%
NYCT 10-27 BRP	OTPS Reductions (Buses)	0	2.074	2.074	2.074	0.000	100.0%	100.0%
NYCT 10-28 BRP	OTPS Reductions (All Other)	0	1.695	1.695	1.695	0.000	100.0%	100.0%
NYCT 10-29 BRP	Electronics Maintenance Economies	0	0.074	0.074	0.148	0.074	>100.0%	>100.0%
NYCT 10-30 BRP	Other Savings (Subways)	18	0.790	0.790	0.712	(0.078)	90.1%	90.1%
NYCT 10-31 BRP	Additional Savings - Inventory Drawdown	0	4.000	4.000	18.000	14.000	>100.0%	>100.0%
NYCT 10-32 BRP	Facilities-Security Post Reductions	7	0.344	0.344	0.344	0.000	100.0%	100.0%
NYCT 10-33 BRP	OTPS Reductions (Subways)	0	4.477	4.477	4.477	0.000	100.0%	100.0%
NYCT 10-38 BRP	Car Cleaning Reductions	116	4.542	4.542	4.542	0.000	100.0%	100.0%
NYCT 10-39 BRP	Dedicated Announcers Reduction	19	0.780	0.780	0.780	0.000	100.0%	100.0%
NYCT 10-40 BRP	Eliminate Bio-Diesel Fuel	0	1.407	1.407	1.407	0.000	100.0%	100.0%
NYCT 10-41 BRP	Reduce Meredith Avenue to Annex/Charleston Delay	19	3.204	3.204	3.204	0.000	100.0%	100.0%
NYCT 10-42 BRP	Close Amsterdam Depot	46	1.919	1.919	1.919	0.000	100.0%	100.0%
NYCT 10-43 BRP	Shifting Efficiencies	22	1.466	1.466	1.466	0.000	100.0%	100.0%
NYCT 10-44 BRP	Revenue Control Efficiencies	25	0.801	0.801	0.801	0.000	100.0%	100.0%
NYCT 10-45 BRP	Additional Savings - Other	9	1.414	1.414	1.414	0.000	100.0%	100.0%
NYCT 10-46 BRP	AABB Service Spinoffs	5	2.321	2.321	2.321	0.000	100.0%	100.0%
NYCT 10-48 BRP	Direct Service - Normal Business	35	0.398	0.398	1.354	0.956	>100.0%	>100.0%
Total NYCT BRPs		1135	111.839	111.156	125.210	14.054	>100.0%	>100.0%

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4th Quarter 2010 Year-To-Date
BRP Monitoring Summary
(2010 BRPs)
(\$ in millions)

BRP Tracking #	PEG Name	2010 BRPs Monitored * (Full-Year 10)		4th 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	
LIRR								
LIRR 10-05 BRP	Administrative and Management Staff Reductions	43	3.539	3.539	3.539	0.000	100.0%	100.0%
LIRR 10-06 BRP	Administrative Non-payroll Savings	0	1.145	1.145	1.145	0.000	100.0%	100.0%
LIRR 10-07 BRP	Additional Overtime Initiatives	0	2.894	2.894	2.894	0.000	100.0%	100.0%
LIRR 10-09 BRP	Corporate Expense Re-estimates	0	9.029	9.029	9.029	0.000	100.0%	100.0%
LIRR 10-10 BRP	Pension Re-estimate	0	1.130	1.130	1.130	0.000	100.0%	100.0%
LIRR 10-11 BRP	Material and Inventory Management	0	9.000	9.000	9.000	0.000	100.0%	100.0%
LIRR 10-12 BRP	Project Elimination and Deferral	5	12.815	12.815	12.815	0.000	100.0%	100.0%
LIRR 10-13 BRP	Cleaning	3	0.875	0.875	0.875	0.000	100.0%	100.0%
LIRR 10-14 BRP	Consist Reductions and Ticket Window Closings	0	0.839	0.839	0.350	(0.489)	41.7%	41.7%
LIRR 10-15 BRP	Fleet Maintenance Initiatives	0	1.685	1.685	1.685	0.000	100.0%	100.0%
LIRR 10-16 BRP	Fare Collection Efficiencies	36	1.428	1.428	0.626	(0.802)	43.8%	43.8%
LIRR 10-17 BRP	Operations Support & Efficiencies	6	2.484	2.484	2.484	0.000	100.0%	100.0%
Total LIRR BRPs		43	3.539	3.539	3.539	0.000	100.0%	100.0%
MNR								
MNR 10-09 BRP	Financial Plan Update	0	15.500	15.500	15.500	0.000	100.0%	100.0%
MNR 10-10 BRP	Strategic Procurement Initiative	0	5.900	5.900	5.900	0.000	100.0%	100.0%
MNR 10-11 BRP	Project Elimination and Deferrals	0	2.625	2.625	2.625	0.000	100.0%	100.0%
MNR 10-12 BRP	Revenue Sales and Collection Initiative	11	1.071	1.071	1.071	0.000	100.0%	100.0%
MNR 10-13 BRP	Operations Staffing Reduction Initiative	21	1.115	1.115	1.115	0.000	100.0%	100.0%
MNR 10-14 BRP	Reduce Operations Division Unscheduled Overtime by 3%	0	2.706	2.706	2.706	0.000	100.0%	100.0%
MNR 10-15 BRP	Grow Non-Fare Revenue	0	1.020	1.020	1.020	0.000	100.0%	100.0%
Total MNR BRPs		32	29.937	29.937	29.937	0.000	100.0%	100.0%
B&T								
B&T 10-03 BRP	Project Elimination, Deferral or Savings	0	6.416	6.416	6.416	0.000	100.0%	100.0%
B&T 10-04 BRP	E-ZPass Initiatives	0	3.234	3.234	3.234	0.000	100.0%	100.0%
B&T 10-06 BRP	Organizational Assessment (Labor/Non-Labor)	88	5.689	5.689	5.689	0.000	100.0%	100.0%
B&T 10-07 BRP	2010 Overtime Reductions	0	4.242	4.242	4.242	0.000	100.0%	100.0%
B&T 10-08 BRP	Other Initiatives	0	1.710	1.710	1.710	0.000	100.0%	100.0%
B&T 10-09 BRP	Bridge Painting	0	17.266	17.266	17.266	0.000	100.0%	100.0%
Total B&T BRPs		88	38.557	38.557	38.557	0.000	100.0%	100.0%

Metropolitan Transportation Authority
4th Quarter 2010 Year-To-Date
BRP Monitoring Summary
(2010 BRPs)
(\$ in millions)

BRP Tracking #	PEG Name	2010 BRPs Monitored * (Full-Year 10)		4th 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
MTA HQ								
MTAHQ 10-03 BRP	Cyclical Project Review - Project Deferral & Elimination/Rapid Proc.	0	15.460	15.460	16.160	0.700	>100.0%	104.5%
MTAHQ 10-04 BRP	Health & Welfare - Lower Rates	0	1.186	1.186	0.000	(1.186)	0.0%	0.0%
MTAHQ 10-05 BRP	Reduce Real Estate Operating Costs	0	1.291	1.291	1.291	0.000	100.0%	100.0%
MTAHQ 10-06 BRP	Outside Financial and Audit Services	0	1.098	1.098	1.098	0.000	100.0%	100.0%
MTAHQ 10-07 BRP	IESS Maintenance	0	1.068	1.068	1.068	0.000	100.0%	100.0%
MTAHQ 10-08 BRP	Lobbying, Marketing and Advertising	0	1.580	1.580	1.580	0.000	100.0%	100.0%
Total HQ BRPs		0	21.683	21.683	21.197	(0.486)	97.8%	97.8%
LIB								
LIB 10-03 BRP	Shop Overhaul Program/Overtime Reduction Initiative	-5	1.069	1.069	1.069	0.000	100.0%	100.0%
Total LIB BRPs		(5)	1.069	1.069	1.069	0.000	100.0%	100.0%
MTA Bus								
MTA Bus 10-03 BRP	Project Deferrals/IT	0	0.171	0.171	0.171	0.000	100.0%	100.0%
MTA Bus 10-04 BRP	Defer Staffing	32	2.973	2.973	2.973	0.000	100.0%	100.0%
MTA Bus 10-05 BRP	Shop Overhaul Program	25	5.931	5.931	5.931	0.000	100.0%	100.0%
MTA Bus 10-06 BRP	Traffic Checking & Passenger Environment Surveys	0	1.900	1.900	1.900	0.000	100.0%	100.0%
MTA Bus 10-07 BRP	Hastus Implementation	(7)	2.561	2.561	2.561	0.000	100.0%	100.0%
MTA Bus 10-08 BRP	Material and Contracts	0	3.293	3.293	3.293	0.000	100.0%	100.0%
Total MTBUS BRPs		50	16.829	16.829	16.829	0.000	100.0%	100.0%
Total MTA BRPs		1343	223	223	236	14	>100.0%	>100.0%

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

Metropolitan Transportation Authority
4th Quarter 2010 Year-To-Date
PEG/AABB Monitoring Summary
(2009 PEGs/AABBs)
(\$ in millions)

PEG Tracking #	PEG Name	2009 PEGs/AABBs Monitored* (Full-Year 10)		4th Quarter Results (ytd)				% of 2009 Monitored PEGs/AABBs Implemented at end of Quarter
		Pos	(\$)	"Planned" Savings (\$)	"Realized" Savings (\$)	Variance Fav/(Unfav) (\$)	"Realized" Savings as % of "Planned" Savings (\$)	
NYCT								
NYCT 09-04	Prescription Drug Contract Re-bid	0	15.416	15.416	17.599	2.183	>100.0%	>100.0%
NYCT 09-10	Fleet Maintenance Efficiencies - Buses	79	7.798	7.798	7.798	0.000	100.0%	100.0%
NYCT 09-21	Traffic Checking Efficiencies	1	1.675	1.675	1.600	(0.075)	95.5%	95.5%
Subtotal NYCT PEGs		80	24.889	24.889	26.997	2.108	>100.0%	>100.0%
NYCT 09-25 ABB	Eliminate Station Customer Assistant (SCA) tours	808	30.796	30.796	30.833	0.037	>100.0%	>100.0%
NYCT 09-29 ABB	Increase Taxi/Voucher Trips	0	1.816	1.816	4.466	2.650	>100.0%	>100.0%
NYCT 09-31 ABB	Cancel X23/X24 Takeover	47	5.316	5.316	5.316	0.000	100.0%	100.0%
Subtotal NYCT ABBs		855	37.928	37.928	40.615	2.687	>100.0%	>100.0%
Total NYCT PEGs & ABBs		935	62.817	62.817	67.612	4.795	>100.0%	>100.0%
LIRR								
LIRR 09-04 ABB	Administrative Headcount Reductions	13	1.294	1.294	1.294	0.000	100.0%	100.0%
LIRR 09-06 ABB	Close Ticket Windows/Reduce Ticket Selling Positions	23	2.245	2.245	2.082	(0.163)	92.7%	92.7%
LIRR 09-08 ABB	Arch Street Maintenance Facility	21	1.976	1.976	1.976	0.000	100.0%	100.0%
LIRR 09-11 ABB	Engineering Overtime Reductions	0	1.163	1.163	0.214	(0.949)	18.4%	18.4%
LIRR 09-13 ABB	Inventory Management	(2)	1.754	1.754	1.785	0.031	>100.0%	>100.0%
LIRR 09-15 ABB	Reduce Maintenance in Right of Way Department	8	1.539	1.539	1.539	0.000	100.0%	100.0%
Total LIRR ABBs		130	17.631	17.631	14.737	(2.894)	83.6%	83.6%
MNR								
MNR 09-06 ABB	Reduce Operating Capital Funded Management Initiatives	0	11.600	11.600	11.600	0.000	100.0%	100.0%
MNR 09-12 ABB	Reduce Overtime for Mtce. of Equipment, Mtce. Of Way & Operations	0	1.000	1.000	1.000	0.000	100.0%	100.0%
Total MNR ABBs		0	12.600	12.600	12.600	0.000	100.0%	100.0%
B&T								
B&T 09-01 ABB	Timing of Bridge Painting	0	13.061	13.061	13.061	0.000	100.0%	100.0%
B&T 09-02 ABB	Receipt of Lower-Than-Budgeted Bids	0	0.517	0.517	0.517	0.000	100.0%	100.0%
B&T 09-03 ABB	Reduction of 14 Non-Represented Administrative Employees	14	1.536	1.536	1.536	0.000	100.0%	100.0%
Total B&T ABBs		14	15.114	15.114	15.114	0.000	100.0%	100.0%
Subtotal MTA Consolidated PEGs		80	24.889	24.889	26.997	2.108	>100.0%	>100.0%
Subtotal MTA Consolidated ABBs		999	83.273	83.273	83.066	(0.207)	99.8%	99.8%
Total MTA Consolidated PEGs and ABBs		1079	108.162	108.162	110.063	1.901	>100.0%	>100.0%

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

Metropolitan Transportation Authority
4th Quarter 2010 Year-To-Date
PEG/AABB Monitoring Summary
(2008 PEGs)
(\$ in millions)

PEG Tracking #	PEG Name	2008 PEGs Monitored* (Full-Year 10)		4th Quarter Results (ytd)			% of 2008 Monitored PEGs Implemented at end of Quarter
				"Planned" Savings	"Realized" Savings	Variance Fav/(Unfav)	
		Pos	(\$)	(\$)	(\$)	(\$)	(\$)
MNR							
MNR 08-01	Equipment Replacement Plan - NHL	0	12.800	12.800	12.800	0.000	100.0%
	Total MNR	0	12.800	12.800	12.800	0.000	100.0%
	MTA CONSOLIDATED	0	12.800	12.800	12.800	0.000	100.0%

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

**Metropolitan Transportation Authority
4th Quarter 2010 Year-To-Date
PEG/AABB Monitoring Summary
(2006 PEGs)
(\$ in millions)**

PEG Tracking #	PEG Name	2006 PEGs Monitored* (Full-Year 10)		4th Quarter Results (ytd)				% of 2006 Monitored PEGs Implemented at end of Quarter
				"Planned" Savings	"Realized" Savings	Variance Fav/(Unfav)	"Realized" Savings as % of "Planned" Savings	
		Pos	(\$)	(\$)	(\$)	(\$)	(\$)	(\$)
LIRR								
LIRR 06-05	Right of Way Leased Line Fee:	0	12.832	12.832	0.000	(12.832)	0.0%	0.0%
	Total LIRR	0	12.832	12.832	0.000	(12.832)	0.0%	0.0%
	MTA CONSOLIDATED	0	12.832	12.832	0.000	(12.832)	0.0%	0.0%

* The value of the monitored PEGs reflects re-estimates captured through the November, 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
Fourth Quarter and Total Year 2010 Results**

In 2010, a total of 20 NYCT PEGs/AABBs are being monitored with a full-year planned savings of \$144.8M and 1,855 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 \$81.9M in savings while the 2009 initiatives are projected to yield 935 position reductions and \$62.8M in savings. Some of these PEGs have been modified to reflect 2010 Financial Plan adjustments.

Results for the fourth quarter indicated that \$49.5 million or 103% of the monitored PEG savings for the quarter were realized. Results for the full year represent total savings of \$149.3 million or 103% of the planned annual PEG savings.

For the total year, the following eighteen PEGs have exceeded or met budgeted savings:

- NYCT #09-25 Elim. Station Cust. Ass't. (SCA) Tours (\$30.833M, over by \$0.037M)
- NYCT #10-13 Bus Service Reductions (\$24.500M)
- NYCT #10-09 Station Painting (\$22.332M)
- NYCT #09-04 Prescription Drug Contract Rebid (\$17.599M, over by \$2.183M)
- NYCT #09-10 Bus Fleet Maintenance Efficiencies (\$7.798M)
- NYCT #10-14 Service-Subways Reductions (\$7.631M)
- NYCT #09-31 Cancel X23/X24 Takeover (\$5.316M)
- NYCT #10-03 Bus Employee Facility Rehab (\$5.277M)
- NYCT #10-11 Bus Fuel Economies (\$4.791M)
- NYCT #10-04 Bus Maintenance Efficiencies (\$4.756M)
- NYCT #09-29 Increase Taxi/Voucher Trips-Paratransit (\$4.466M, over by \$2.650M)
- NYCT #10-10 Terminal Car Cleaning (\$4.124M)
- NYCT #10-01 Bus Administrative Efficiencies (\$1.702M)
- NYCT #10-07 Station Cleaning (\$1.614M)
- NYCT #10-05 Maintenance Efficiencies-Car Equipment (\$1.457M)
- NYCT #10-06 Non-Bus Material Reduction (\$1.119M)
- NYCT #10-12 Security Post Reductions (\$0.557M)
- NYCT #10-02 Normal Replacement of Desktop Equipment (\$0.250M)

The following two PEGs/AABBs had annual savings shortfalls as follows:

- NYCT #10-08 Subways Station Maintenance (\$1.580M or a 13.6% underrun due to the timing of incumbent reductions. Total planned incumbent reductions were achieved by year end).
- NYCT #09-21 Traffic Checking Efficiencies (\$1.600M or a 4.5% underrun due mostly to elimination of investment in hand-held monitoring devices).

MTA New York City Transit
2010 PEG Monitoring Milestone Report
Fourth Quarter 2010 (Actual Results through December)

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.													
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
Fourth Quarter 2010 (Actual Results through December)

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: No

MTA New York City Transit
2010 PEG Monitoring Milestone Report
Fourth Quarter 2010 (Actual Results through December)

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: This program has been fully implemented.

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: Yes

MTA New York City Transit
2010 PEG Monitoring Milestone Report
Fourth Quarter 2010 (Actual Results through December)

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: Quarterly
 PEG Has Been Fully Implemented: Yes

MTA New York City Transit
2010 PEG Monitoring Milestone Report
Fourth Quarter 2010 (Actual Results through December)

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. The reduction of 24 Car Inspectors has been achieved in July as planned.

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		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:
 PEG Has Been Fully Implemented:

Quarterly
Yes

MTA New York City Transit
2010 PEG Monitoring Milestone Report
Fourth Quarter 2010 (Actual Results through December)

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
Fourth Quarter 2010 (Actual Results through December)

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
Fourth Quarter 2010 (Actual Results through December)

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: The one (1) remaining excess incumbent separated in October. This PEG has been fully achieved as planned.

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		Oct-10

KEY INDICATORS: (Positions Eliminated)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	22												22
Actual/Proj.	16			1		1	2	1		1			22
Month Var.	(6)	-	-	1	-	1	2	1	-	1	-	-	-
YTD Var.	(6)	(6)	(6)	(5)	(5)	(4)	(2)	(1)	(1)	-	-	-	-

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	0.118	0.118	0.125	0.139	0.145	0.145	0.152	0.152	0.152	1.580
Month Var.	(0.042)	(0.042)	(0.042)	(0.035)	(0.035)	(0.028)	(0.014)	(0.007)	(0.007)	-	-	-	(0.249)
YTD Var.	(0.042)	(0.083)	(0.125)	(0.159)	(0.194)	(0.222)	(0.236)	(0.242)	(0.249)	(0.249)	(0.249)	(0.249)	(0.249)

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

MTA New York City Transit
2010 PEG Monitoring Milestone Report
Fourth Quarter 2010 (Actual Results through December)

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: The operating Station Painting Program was eliminated in January 2010. However, in the November financial plan, the program was reinstated with a revised program funding level.

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:	Nov-10			22.332		2.732		2.732		2.732	

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Eliminate Operating Station Painting Program.	Jan-10		Jan-10
2	Reinstate Operating Station Painting Program.	Nov-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	1.861	1.861	1.861	1.861	1.861	1.861	1.861	1.861	1.861	1.861	1.861	1.861	22.332
Actual/Proj.	1.861	1.861	1.861	1.861	1.861	1.861	1.861	1.861	1.861	1.861	1.861	1.861	22.332
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
Fourth Quarter 2010 (Actual Results through December)

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
Fourth Quarter 2010 (Actual Results through December)

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. The CNG tax credit was not extended for 2010 and beyond. The November 2010 financial plan has been adjusted to reflect the elimination of tax credit. This PEG has been fully implemented.

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	July-09	0.950	0	7.627	-	7.627	0	7.627	0	7.627	0
Modified Plan:	Nov-10			4.791	-	3.827	-	3.827	-	3.827	-

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	0.560	0.319	0.319	0.560	0.319	0.319	0.560	0.319	0.319	0.558	4.791
Actual/Proj.	0.319	0.319	0.560	0.319	0.319	0.560	0.319	0.319	0.560	0.319	0.319	0.558	4.791
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
Fourth Quarter 2010 (Actual Results through December)

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: All planned coverage reductions have been implemented, however, 2 tours at 239th St were replaced with a tour each from Linden Shop and Fresh Pond Yard.

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Feb-10	(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	-	Jul-10
3	Eliminate 2 tours at Kingsbridge Depot and Queens Village	Jan-11	-	Jan-11
4	Eliminate 1 tour at Amsterdam Depot (Post 73B)	Jan-11	-	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: Yes

MTA New York City Transit
2010 PEG Monitoring Milestone Report
Fourth Quarter 2010 (Actual Results through December)

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: This program has been fully implemented.

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: Yes

MTA New York City Transit
2010 AABB Monitoring Milestone Report
Fourth Quarter 2010 (Actual Results through December)

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 were implemented as planned on June 27th. The remaining reductions occurred as part of the December 2010 winter pick. This PEG has been fully achieved.

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		Jul-10
2	Eliminate 2 Assistant Train Dispatchers from the work program by June 27, 2010.	Jul-10		Jul-10
3	Eliminate 4 Train Dispatchers from the work program by June 27, 2010.	Jul-10		Jul-10
4	Eliminate 8 additional positions (4 Train Operators and 4 Conductors) from the work program in December, 2010.	Dec-10		Dec-10
5	Reduce 18 Car Inspectors and 2 Maintenance Supervisors in July.	Jul-10		Jul-10
6	Reduce 7 additional Car Inspectors in December.	Dec-10		Dec-10
7	Reduce the Traction Power budget due to reductions in subway service.	Jul-10		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: **Yes**

MTA New York City Transit
2010 PEG Monitoring Milestone Report
Fourth Quarter 2010 (Actual Results through December)

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 (since acquired by Prescription Solutions) was selected as the new contractor and began service in September 2009. 2010 PEG goal was met.

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.	1.462	1.703	0.523	(0.528)	2.531	0.627	2.928	(0.071)	4.217	2.159	1.870	0.177	17.599
Month Var.	0.177	0.418	(0.761)	(1.812)	1.247	(0.658)	1.644	(1.356)	2.933	0.875	0.585	(1.108)	2.183
YTD Var.	0.177	0.595	(0.166)	(1.979)	(0.732)	(1.390)	0.254	(1.101)	1.831	2.706	3.291	2.183	

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

MTA New York City Transit
2010 PEG Monitoring Milestone Report
Fourth Quarter 2010 (Actual Results through December)

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
Fourth Quarter 2010 (Actual Results through December)

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 fully achieved due to Accenture project elimination of PDA purchase. November 2010 adjustments added 3 Traffic Checker Supervisors to provide adequate coverage for operations.

PEG VALUE (\$ in millions):		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Feb-09	0.743	2	1.715	4	1.865	4	1.865	4	1.865	4
Modified Plan:	Nov-10	0.743	2	1.675	1	1.620	1	1.620	1	1.620	1

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	-	-	-	-	-	-	-	-	(3)	-	-	1
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	0.129	0.129	0.129	1.675
Actual/Proj.	0.137	0.137	0.137	0.137	0.137	0.137	0.137	0.137	0.137	0.122	0.122	0.122	1.600
Month Var.	(0.006)	(0.006)	(0.006)	(0.006)	(0.006)	(0.006)	(0.006)	(0.006)	(0.006)	(0.007)	(0.007)	(0.007)	(0.075)
YTD Var.	(0.006)	(0.012)	(0.018)	(0.024)	(0.030)	(0.036)	(0.041)	(0.047)	(0.053)	(0.060)	(0.067)	(0.075)	

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

MTA New York City Transit

2010 PEG Monitoring Milestone Report Fourth Quarter 2010 (Actual Results through December)

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 achieved its reduction as planned. Budget assumed 526 positions eliminated in May 2010. 260 Station Agents were laid-off in May, 202 remain due to court injunction. These Station Agents were laid off on August 13th and remaining positions will be eliminated through attrition. The July 2010 financial plan was adjusted to reflect the 2010 court action that delayed the layoffs. This PEG was fully achieved in October.

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
Modified Plan:	July-10	5.708	176	30.796	808	52.542	808	52.542	808	52.542	808

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

KEY INDICATORS: (Positions Eliminated)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	245	13	12	12	265	16	24	188	22	3	8	0	808
Actual/Proj.	245	13	12	12	265	16	24	188	22	11	0	0	808
Month Var.	0	0	0	0	0	0	0	0	0	8	(8)	0	-
YTD Var.	0	0	0	0	0	0	0	0	0	8	0	0	

MONTHLY CASH SAVINGS (\$ in millions)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	1.119	1.179	1.234	1.288	2.499	2.572	2.682	3.541	3.642	3.655	3.692	3.692	30.796
Actual/Proj.	1.119	1.179	1.234	1.288	2.499	2.572	2.682	3.541	3.642	3.692	3.692	3.692	30.833
Month Var.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.037	0.000	0.000	0.037
YTD Var.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.037	0.037	0.037	*

* This timing underrun was recognized in the July 2010 Financial Plan.

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

**Metropolitan Transportation Authority
2010 NYCT BRP PEG Monitoring Program
Total Year 2010 Results**

In 2010, a total of 30 NYCT BRP PEGs are being monitored with a full-year planned savings of \$114.0M and 1,154 position reductions.

Results for the Total Year 2010 indicate that \$125.3M or 110.0% of the monitored BRP PEG savings were realized.

For the Total Year, the following twenty-seven BRP PEGs have met or exceeded budgeted savings:

- BRP#15 15% Reduction Plan Central Admin. (\$18.262M)
- BRP#31 Additional Savings-Inventory Drawdown (\$18.000M, over by \$11.500M)
- BRP#25 Shop Plan Reductions (\$10.829M)
- BRP#22 Extend SMS Cycle/Other SMS Economies (\$10.693M)
- BRP#16 10% Operating Dept. Administrative Support (\$8.735M)
- BRP#17 Rapid Procurement/Project Elimination (\$6.421M)
- BRP#34 Overtime Savings-Subways (\$6.225M)
- BRP#38 Car Cleaning Reductions (\$4.542M)
- BRP#35 Overtime Savings-Buses (\$4.532M)
- BRP#33 OTPS Reductions-Subways (\$4.477M)
- BRP#18 OTPS Reductions (\$4.280M)
- BRP#41 Reduce Meredith Ave. to Annex/Charleston Delay (\$3.204M)
- BRP#21 Car Quality Control Streamlining (\$2.558M)
- BRP#46 AABB Service Spinoffs (\$2.321M)
- BRP#27 OTPS Reductions-Buses (\$2.074M)
- BRP#42 Close Amsterdam Depot (\$1.919M)
- BRP#37 Terminal Supervision Economies (\$1.742M)
- BRP#28 OTPS Reductions-All Other (\$1.695M)
- BRP#43 Shifting Efficiencies (\$1.466M)
- BRP #45 Additional Savings-Other-Subways (\$1.414M)
- BRP#40 Eliminate Bio-Diesel Fuel (\$1.407M)
- BRP#26 Bus Maintenance Economies (\$1.361M)
- BRP#48 BRP - Direct Service - Normal Business (\$1.354M)
- BRP#39 Dedicated Announcers Reductions (\$0.780M)
- BRP#32 Facilities-Security Post Reductions (\$0.344M)
- BRP#44 Revenue Control Efficiencies (\$0.897M, over by \$0.096M)
- BRP#29 Electronics Maintenance Economies (0.148M, over by \$0.074M)

The following three BRP PEGs had annual savings shortfalls as follows:

- BRP#24 Grouting Program Reduction (\$0.968M, an underrun of 14.9% due to the timing of incumbent reductions.
- BRP#23 Track Cleaning Reductions (\$1.947M, an underrun of 5.2% due to the timing of incumbent reductions.
- BRP#30 Other Savings-Subways (\$0.712M, an underrun of 9.9% also due to the timing of incumbent reductions.

MTA New York City Transit
2010 BRP Monitoring Milestone Report
Fourth Quarter 2010 (Actual Results thru December)

Tracking No. NYCT 10-15
BRP
(Adjusted)

Combined NYCT BRP 10-15 + 10-19

PEG Name: BRP - Administrative Reduction Plan (Central Administration)

PEG Description: NYCT will eliminate a total of 351 positions (including 13 full-time equivalents), performing administrative support functions in various central administrative departments. The savings submission exceeded the targeted quota reduction by 27 FTEs.

In an effort to reduce MTA Agency costs for medical review and data processing services, NYCT will provide support for these services to both MTA - Bus and LI - Bus at a more favorable rate than the current service providers. Memorandums of Understanding (MOU's) are being developed / finalized identifying the scope of work as well as specific responsibilities of the service provider (NYCT) and the clients (MTA - Bus / LI - Bus). Savings is based on switching non-reimbursable quota from the Occupational Health Division (OHS) and Technology and Information Service (TIS) Division to non-capital reimbursable thereby reducing the expense outlay. In addition, TIS will provide system maintenance support to the bus companies for UTS and Spear.

PEG Status: The implementation of approximately 106 positions were delayed until September 2010 due to mandated procedural requirements for the reduction in force (RIF). However, this shortfall was included as a re-estimate in the November Plan. In addition, finalization of MOU service agreements with MTA - Bus have been delayed and as a result, savings of 4 positions contingent upon this action will be delayed until January 2011. This delay is reflected in the November Plan adjustment.

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0.000	-	21.711	348	37.041	351	36.895	351	36.525	351
Modified Plan:	Nov-10	0.000	-	18.261	345	36.988	343	36.842	343	36.477	343

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Reinstate BSC positions / Eliminate OTPS BSC backfilling	Jan-10		Jan-10
2	Reduce OTPS through the cancellation of insourcing initiative	Jan-10		Jan-10
3	Eliminate administrative positions.	Jun-10		Sep-10
4				
5				

KEY INDICATORS: (Positions Eliminated)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	(6)				1	328	4	2	3	1	5	7	345
Actual/Proj.	(6)				1	225	-	2	106	5	5	7	345
Month Var.	-	-	-	-	-	(103)	(4)	-	103	4	-	-	-
YTD Var.	-	-	-	-	-	(103)	(107)	(107)	(4)	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	(0.049)	(0.045)	0.055	0.056	0.725	2.507	1.994	1.990	2.276	2.860	2.767	3.127	18.262
Actual/Proj.	(0.049)	(0.045)	0.055	0.056	0.725	2.507	1.994	1.990	2.276	2.860	2.767	3.127	18.262
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

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

MTA New York City Transit
2010 BRP Monitoring Milestone Report
Fourth Quarter 2010 (Actual Results thru December)

Tracking No. NYCT 10-16
BRP

PEG Name: BRP - 10% Operating Department Administrative Support

PEG Description: NYCT will eliminate a total of 144 positions performing administrative support functions in various operating departments. The majority of the savings are scheduled to begin in June, although in some cases immediate savings are achieved as of January 2010 through elimination of vacant positions.

PEG Status: The implementation of approximately 26 positions were delayed until September 2010 due to mandated procedural requirements for the reduction in force (RIF). However, this shortfall in savings was covered as a re-estimate in the November Plan.

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0.000	-	9.399	144	15.309	144	15.309	144	15.309	144
Modified Plan:	Nov-10			8.735	144	15.309	144	15.309	144	15.309	144

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Eliminate vacant administrative positions primarily within the Department of Subways	Jan-10		Jan-10
2	Eliminate positions performing administrative support within Subways, Buses and the Security and Supply Logistics divisions.	Jun-10		Sep-10

KEY INDICATORS: (Positions Eliminated)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Modified Plan	44					40	28		26	1	5		144
Actual/Proj.	44					40	28		26	1	5		144
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.351	0.317	0.355	0.346	0.356	0.650	0.942	0.942	1.000	1.141	1.147	1.187	8.735
Actual/Proj.	0.351	0.317	0.355	0.346	0.356	0.650	0.942	0.942	1.000	1.141	1.147	1.187	8.735
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

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

MTA New York City Transit
2010 BRP Monitoring Milestone Report
Fourth Quarter 2010 (Actual Results thru December)

Tracking No.

NYCT 10-17
 BRP
 revised

PEG Name: BRP - Rapid Procurement/Project Elimination

PEG Description: Authority-wide reduction in 2010. Savings derived from renegotiation of various supplier's contracts, project deferrals / elimination in various departments (e.g. elimination of non-revenue vehicle purchases, customer surveys / rider report cards); the elimination of 14 positions in the Department of Subway's Employee Facility Enhancements Program.

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-10	0.000	-	6.421	14	1.410	-	1.147	-	0.645	-
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Reduce positions assigned to upgrade employee facilities within the Department of Subways.	Jan-10		Jan-10
2	Eliminate funding for NYPD showers and TAB/EAP facility renovations.	Jan-10		Jan-10
3	Eliminate planned purchases of new vehicles purchases for the Infrastructure and Electronic Maintenance divisions.	Jan-10		Jan-10
4	Implement Accenture - Rapid Procurement savings initiatives.	Mar-10		Mar-10

KEY INDICATORS: (Positions Eliminated)

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

MONTHLY CASH SAVINGS (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.280	0.283	0.329	0.397	0.400	1.533	0.564	0.526	0.525	0.525	0.527	0.532	6.421
Actual/Proj.	0.280	0.283	0.329	0.397	0.400	1.533	0.564	0.526	0.525	0.525	0.527	0.532	6.421
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

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

MTA New York City Transit
2010 BRP Monitoring Milestone Report
Fourth Quarter 2010 (Actual Results thru December)

Tracking No. NYCT 10-18
BRP

PEG Name: BRP - OTPS Reductions

PEG Description: Savings from various departments include: a \$1.9M reduction in refuse collection based on historical patterns; \$1.6M from the reprioritization for data processing material expenditures and consultant services; \$0.4M in reduced overtime costs as NYCT foregoes its policy of providing Traffic Checker coverage at Yankee home games and the U.S. Open tournament along with the elimination of planned data processing and stationary purchases within the Operations Planning division and a \$0.2M reduction in employee training, medical consulting and tuition reimbursement.

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-10	0.000	-	4.280	-	3.696	-	3.696	-	3.696	-
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Reduce refuse/recycling and uniform costs.	Jan-10		Jan-10
2	Reduce EDP consulting services and increase savings through the re-prioritization of data processing equipment	Jan-10		Jan-10
3	Eliminate Traffic Checking support for Yankee home games and the U.S. Open and the purchase of a digital copier.	Mar-10		Mar-10

KEY INDICATORS: (Positions Eliminated)

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

MONTHLY CASH SAVINGS (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.226	0.559	0.959	0.660	0.326	0.253	0.253	0.033	0.253	0.253	0.253	0.253	4.280
Actual/Proj.	0.226	0.559	0.959	0.660	0.326	0.253	0.253	0.033	0.253	0.253	0.253	0.253	4.280
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

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

MTA New York City Transit
2010 BRP Monitoring Milestone Report
Fourth Quarter 2010 (Actual Results thru December)

Tracking No. NYCT 10-20
BRP

PEG Name: BRP - Employee Facility Enhancement 25% Reduction

PEG Description: The Employee Facility Enhancement (EFE) program will be permanently reduced by 25%. As a result of this reduction, the goal will be reduced from 60 employee facility enhancements per year to 45. The 2010 reduction has already been included in the MTA savings plan.

PEG Status: Planned savings begin in 2011.

PEG VALUE (\$ in millions):

	Jul-10	2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:		0.000	-	0.000	-	1.646	14	1.646	14	1.646	14
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Reduce 2 Maintenance Supervisors beginning in January 2011.	Jan-11		
2	Reduce 12 Maintainers beginning in January 2011.	Jan-11		

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

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

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

MTA New York City Transit
2010 BRP Monitoring Milestone Report
Fourth Quarter 2010 (Actual Results thru December)

Tracking No. NYCT 10-21
BRP

PEG Name: BRP - Car Quality Control Streamlining

PEG Description: In addition to the Car Quality Control Pilot on the #1 and L lines, Car Equipment implemented a glass/Mylar Maintenance Program in 2007 to replace vandalized glass and install 4-ply Mylar on 2,788 subway cars (R44, R46, R62, R62A, R68, R68A) which was completed at the end of 2009. Four-ply Mylar was also installed on all R142, R142A and R143 cars (R160's have 4-ply Mylar installed by the manufacturer). The remaining resources for the pilot are being eliminated as a result of streamlining the two programs together to maintain one fleet-wide glass/Mylar maintenance program.

PEG Status: Car Equipment has achieved its Car Quality Control streamlining initiative as planned. The jobs were taken out of the Pick.

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0.000	-	2.558	17	4.555	17	4.555	17	4.555	17
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Eliminate 15 CIB's, 1 MSI and 1 Car Appearance Supervisor due to streamlining the two programs.	Jun-10		Jun-10

KEY INDICATORS: (Positions Eliminated)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan						17							17
Actual/Proj.						17							17
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	-	-	-	-	-	0.363	0.365	0.364	0.363	0.363	0.367	0.373	2.558
Actual/Proj.	-	-	-	-	-	0.363	0.365	0.364	0.363	0.363	0.367	0.373	2.558
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

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

MTA New York City Transit
2010 BRP Monitoring Milestone Report
Fourth Quarter 2010 (Actual Results thru December)

Tracking No. NYCT 10-22
BRP

PEG Name: BRP - Extend SMS Cycle/Other SMS Economies

PEG Description: First, the extension of the 6-year SMS cycle to a 6-1/2 year cycle will reduce an average of 80 cars enrolled in the SMS program annually. EMD's HVAC SMS reduction saves 1 position and \$0.096M through 2013. Finally, SMS savings resulted from retirement of the R44 fleet.

PEG Status: Car Equipment and Electronics Maintenance have achieved their SMS savings initiatives through as planned. The jobs were taken out of the Pick and the remaining savings were achieved by year-end.

PEG VALUE (\$ in millions):

	Jul-10	2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:		0.000	-	10.693	109	20.948	146	19.215	84	20.136	111
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Eliminate 26 CE SMS maintenance positions starting in January 2010 increasing to 108 positions by December.	Jan-10		Jan-10
2	Eliminate 1 EMD SMS maintenance position starting in June 2010.	Jun-10		Jun-10
3	Eliminate an average of 6.75 maintenance positions associated with R44 enhancement from April-October.	Apr-10		Apr-10

KEY INDICATORS: (Positions Eliminated)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	26			13	0.279	1	54			(2)	(9)	26	109
Actual/Proj.	26			13	0.279	1	54			(2)	(9)	26	109
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.176	0.166	0.180	0.269	0.279	0.274	1.582	1.578	1.571	1.556	1.515	1.548	10.693
Actual/Proj.	0.176	0.166	0.180	0.269	0.279	0.274	1.582	1.578	1.571	1.556	1.515	1.548	10.693
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

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

MTA New York City Transit
2010 BRP Monitoring Milestone Report
Fourth Quarter 2010 (Actual Results thru December)

Tracking No. NYCT 10-23
BRP

PEG Name: BRP - Track Cleaning Reductions

PEG Description: This program reduces the track cleaning goal from 26,000 station tracks per year to 19,500. As a result of this reduction, 5 out of 20 cleaning gangs (35 positions) will be eliminated. The goal for scraping will be reduced from 150,000 linear feet to 100,000 and 1 out of 3 scraping gangs (11 positions) will be eliminated.

PEG Status: Positions elimination began in June and PEG fully implemented as of September. Savings were achieved through attrition.

PEG VALUE (\$ in millions):

	Jul-10	2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:		0.000	-	2.054	46	3.938	46	3.938	46	3.938	46
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Reduction of 37 Track Workers from the Track Cleaning Initiative.	Jun-10		Jun-10
2	Reduction of 3 Power Distribution Maintainers from the Track Cleaning Initiative.	Jun-10		Jun-10
3	Reduction of 6 Track Maintenance Supervisors from the Track Cleaning Initiative.	Jun-10		Jun-10

KEY INDICATORS: (Positions Eliminated)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan						46							46
Actual/Proj.						35	6	4	1				46
Month Var.	-	-	-	-	-	(11)	6	4	1	-	-	-	-
YTD Var.	-	-	-	-	-	(11)	(5)	(1)	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	-	-	-	-	-	0.285	0.295	0.292	0.286	0.293	0.295	0.307	2.054
Actual/Proj.						0.217	0.263	0.286	0.286	0.293	0.295	0.307	1.947
Month Var.	-	-	-	-	-	(0.068)	(0.032)	(0.006)	-	-	-	-	(0.107)
YTD Var.	-	-	-	-	-	(0.068)	(0.100)	(0.107)	(0.107)	(0.107)	(0.107)	(0.107)	-

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

MTA New York City Transit
2010 BRP Monitoring Milestone Report
Fourth Quarter 2010 (Actual Results thru December)

Tracking No. NYCT 10-24
BRP

PEG Name: BRP - Grouting Program Reduction

PEG Description: The Water Intrusion Remediation program addresses water leaks by injecting grout into subway tunnel walls and ceilings. This reduction will reduce the program by 50%, from 8 grouting gangs (each gang consists of 1 supervisor and 5 maintainers) to 4 gangs. This reduction will slow down the pace of remediation by reducing the goal commensurately - from 10,000 to 5,000 leaks per year.

PEG Status: The reduction in hourly titles was achieved in July. As of December, only 1 of the 4 Maintenance Supervisor reductions have been achieved. Savings are being achieved through attrition.

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0.000	-	1.137	24	2.180	24	2.180	24	2.180	24
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Reduction of 4 Maintenance Supervisors.	Jun-10		Jun-10
2	Reduction of 20 Structure Maintainers.	Jun-10		Jun-10

KEY INDICATORS: (Positions Eliminated)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan						24							24
Actual/Proj.						19	1		1				21
Month Var.	-	-	-	-	-	(5)	1	-	1	-	-	-	(3)
YTD Var.	-	-	-	-	-	(5)	(4)	(4)	(3)	(3)	(3)	(3)	

MONTHLY CASH SAVINGS (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	-	-	-	-	-	0.158	0.163	0.161	0.159	0.161	0.164	0.171	1.137
Actual/Proj.						0.125	0.136	0.134	0.139	0.141	0.143	0.150	0.968
Month Var.	-	-	-	-	-	(0.033)	(0.027)	(0.027)	(0.020)	(0.020)	(0.020)	(0.021)	(0.169)
YTD Var.	-	-	-	-	-	(0.033)	(0.060)	(0.087)	(0.107)	(0.127)	(0.147)	(0.169)	

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

MTA New York City Transit
2010 BRP Monitoring Milestone Report
Fourth Quarter 2010 (Actual Results thru December)

Tracking No. NYCT 10-25
BRP

PEG Name: BRP - Shop Plan Reductions

PEG Description: This proposal reduce 74 hourly positions supporting bus shop work. This includes elimination of heavy scheduled operations (HSO) on 1999 New Flyer CNG buses, reduced scopes on the 2000 fleet of articulated buses and 40% paint reduction limited to the all 1999 fleet buses included in the 2010 shop program. In addition miscellaneous shop maintenance and helper positions supporting parts running, cleaning, salvage, welding, etc were reduced.

PEG Status: This PEG has been fully achieved.

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0.000	-	10.829	74	1.350	17	1.317	17	1.086	17
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Reduction of Artic 2000 Scopes	Jul-10		
2	Elimination of positions supporting bus shop work	Jul-10		
3	1999 fleet paint reduction	Jul-10		
4	Eliminate HSO on 1999 New Flyer CNG Buses	Jan-11		

KEY INDICATORS: (Positions Eliminated)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	6						111					(43)	74
Actual/Proj.	6						111					(43)	74
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.247	0.246	0.249	0.250	0.248	0.249	1.544	1.541	1.541	1.512	1.566	1.636	10.829
Actual/Proj.	0.247	0.246	0.249	0.250	0.248	0.249	1.544	1.541	1.541	1.512	1.566	1.636	10.829
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	0.001	0.001	0.000	0.000	0.000	(0.000)	0.000	

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

MTA New York City Transit
2010 BRP Monitoring Milestone Report
Fourth Quarter 2010 (Actual Results thru December)

Tracking No. NYCT 10-26
BRP

PEG Name: BRP - Bus Maintenance Economies

PEG Description: This proposal eliminates restoration work to the Museum Fleet and includes savings from decreased costs in required wheelchair lift maintenance.

PEG Status: This PEG has been fully implemented.

PEG VALUE (\$ in millions):

	Jul-10	2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:		0.000	-	1.361	34	3.050	34	3.050	34	3.050	34
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Reduction of Museum Fleet positions	Jul-10		
2	Elimination of restoration work	Jul-10		

KEY INDICATORS: (Positions Eliminated)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan							34						34
Actual/Proj.							34						34
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	-	-	-	-	-	-	0.223	0.222	0.222	0.214	0.230	0.250	1.361
Actual/Proj.							0.223	0.222	0.222	0.214	0.230	0.250	1.361
Month Var.	-	-	-	-	-	-	(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)

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

MTA New York City Transit
2010 BRP Monitoring Milestone Report
Fourth Quarter 2010 (Actual Results thru December)

Tracking No. NYCT 10-27
BRP

PEG Name: BRP - OTPS Reductions (Buses)

PEG Description: Recurring savings were identified in the Dept of Buses for water and sewer expenses based on less usage, and for bus filter cleaning contracts based on favorable new contract prices. One time savings were identified in administrative expenses such as travel expense, training expenses, real estate, rental costs and professional service/consultant contract costs.

PEG Status: This PEG has been achieved through 3rd Quarter. This PEG has been fully achieved.

PEG VALUE (\$ in millions):

	Jul-10	2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:		0.000	-	2.074	-	1.047	-	1.047	-	1.047	-
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Reduction of usage in water and sewer	Jul-10		
2	Contract cost reduction for bus filter cleaning	Jul-10		

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

MONTHLY CASH SAVINGS (\$ in millions)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.279	0.079	0.079	0.121	0.121	0.121	0.212	0.212	0.212	0.212	0.212	0.212	2.074
Actual/Proj.	0.279	0.079	0.079	0.121	0.121	0.121	0.212	0.214	0.212	0.212	0.212	0.212	2.074
Month Var.	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	0.000	0.002	0.000	0.000	0.000	0.000	(0.000)
YTD Var.	(0.000)	(0.001)	(0.001)	(0.002)	(0.002)	(0.002)	(0.002)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	

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

MTA New York City Transit
2010 BRP Monitoring Milestone Report
Fourth Quarter 2010 (Actual Results thru December)

Tracking No.

NYCT 10-28
BRP

PEG Name: BRP - OTPS Reductions (All Other)

PEG Description: This initiative reflects the discontinuation of the R42/R32 railcar reefing programs, a reduction in the scope of the PA Canarsie maintenance contract as well as decreased armed guard coverage at the Arthur Kill bus lot. Additionally, warehousing operations has implemented an 18 month deferral on the replacement of material handling equipment as well as reductions in other operating costs.

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-10	0.000	-	1.695	-	0.383	-	0.383	-	0.383	-
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Discontinue Reefing program.	May-10		May-10
2	Reduce scope of outside vendor support for PA Canarsie project.	Jun-10		Jun-10
3	Defer the replacement of material handling equipment in warehousing operations.	Jul-10		Jul-10

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

MONTHLY CASH SAVINGS (\$ in millions)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	-	-	-	-	0.307	0.474	0.334	0.341	0.035	0.093	0.035	0.077	1.695
Actual/Proj.					0.307	0.474	0.334	0.341	0.035	0.093	0.035	0.077	1.695
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

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

MTA New York City Transit
2010 BRP Monitoring Milestone Report
Fourth Quarter 2010 (Actual Results thru December)

Tracking No. NYCT 10-29
BRP

PEG Name: BRP - Electronics Maintenance Economies

PEG Description: Position savings via improved component testing, consolidation of maintenance and repair functions, extension of preventative maintenance cycles and a reduction of quality control inspections on electronic equipment including OPTO cameras, turnstile swipe/read/write (SRW) components, coin modules, integrated fare units, PBX and Asynchronous equipment. In addition to these measures, the planned closure of subway booths has reduced the total amount of equipment to be maintained.

PEG Status: The 3 EEM positions were vacant at the time of the budget reduction in June. However, the Cleaner incumbent is still on the payroll, and will be transferred in January 2011. The 2 new P&T positions are yet to be filled, thereby resulting in additional budget savings beyond the plan.

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0.000	-	0.074	2	1.802	20	1.802	20	1.802	20
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Eliminate 1 cleaner on the PM tour at the Central Electronic Shop.	Jun-10		Jun-10
2	Eliminate 3 Electronic Equipment Maintainers at the Central Electronic Shop.	Jun-10		Jun-10
3	Hire 2 new P&T incumbents to replace the Electronic Equipment Maintainers at the Central Electronic Shop, per MTA Audit recommendation.	Jun-10		Jun-10

KEY INDICATORS: (Positions Eliminated)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan						2							2
Actual/Proj.						4							4
Month Var.	-	-	-	-	-	2	-	-	-	-	-	-	2
YTD Var.	-	-	-	-	-	2	2	2	2	2	2	2	

MONTHLY CASH SAVINGS (\$ in millions)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	-	-	-	-	-	0.010	0.010	0.010	0.010	0.010	0.011	0.013	0.074
Actual/Proj.						0.020	0.020	0.020	0.021	0.019	0.023	0.025	0.148
Month Var.	-	-	-	-	-	0.010	0.010	0.010	0.010	0.010	0.011	0.013	0.074
YTD Var.	-	-	-	-	-	0.010	0.020	0.030	0.040	0.050	0.061	0.074	

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

MTA New York City Transit
2010 BRP Monitoring Milestone Report
Fourth Quarter 2010 (Actual Results thru December)

Tracking No. NYCT 10-30
BRP

PEG Name: BRP - Other Savings (Subways)

PEG Description: The Division of Stations will reduce 8 positions in Operations Support Assignment Center (OSAC), Stations Command Center, and Stations Programs. The Division of Track will defer 5 positions for Rail Grinder maintenance to 2011. The Division of Power will reduce 3 positions (4% of quota) in the Cable section. Electronics Maintenance will reclassify 2 positions to the reimbursable budget to support control area reconfiguration associated with station rehabilitations.

PEG Status: Track, Power and Electronics Maintenance have achieved their savings initiatives through December as planned. In Stations Environment, 6 of the 8 planned savings have been achieved through September. The remaining two positions savings were achieved in December.

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0.000	-	0.790	18	1.132	13	1.210	13	1.210	13
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Reduction of 5 Station Supervisors and 2 Station Agents from OSAC/Stations Command Center.	Jun-10		Dec-10
2	Reduction of 1 Station Agent from Stations Programs.	Jun-10		Jun-10
3	Reduction of 1 Maintenance Supervisor, 2 Track Equipment Maintainers, and 2 Trackworkers.	Jul-10		Jul-10
4	Reduction of 1 Power Cable Maintainer and 2 Electric Helper Power from the Cable Section.	Jun-10		Jun-10
5	Convert 2 Operating Electronic Equipment Maintainers to Reimbursable to serve as in-house force for contracts.	Jun-10		Jun-10

KEY INDICATORS: (Positions Eliminated)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan						13	5						18
Actual/Proj.						11	5					2	18
Month Var.	-	-	-	-	-	(2)	-	-	-	-	-	2	-
YTD Var.	-	-	-	-	-	(2)	(2)	(2)	(2)	(2)	(2)	-	-

MONTHLY CASH SAVINGS (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	-	-	-	-	-	0.082	0.117	0.117	0.115	0.118	0.118	0.124	0.790
Actual/Proj.						0.069	0.104	0.104	0.102	0.105	0.105	0.124	0.712
Month Var.	-	-	-	-	-	(0.013)	(0.013)	(0.013)	(0.013)	(0.013)	(0.013)	-	(0.078)
YTD Var.	-	-	-	-	-	(0.013)	(0.026)	(0.039)	(0.051)	(0.064)	(0.078)	(0.078)	-

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

MTA New York City Transit
2010 BRP Monitoring Milestone Report
Fourth Quarter 2010 (Actual Results thru December)

Tracking No. NYCT 10-31
BRP

PEG Name: Additional Savings - Inventory Drawdown

PEG Description: This program estimates that \$6.5M in cash will be saved both in 2010 and \$4M in 2011 through anticipated drawdown of inventory materials. This is based on review by the Logistics Subdivision of Materiel of current inventory levels and departmental forecasts of usage.

PEG Status: Year-end drawdown was significantly greater than plan primarily due to lower receipts during transition to BSC operations in December 2010.

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0.000	-	4.000	-	4.000	-	0.000	-	0.000	-
Modified Plan:	Nov-10			6.500		0.000		0.000		0.000	

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
	Review of Receipts versus Issues by Department	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) Monthly Buildup/Drawdown (\$ in millions)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Modified Plan	-	-	-	-	-	-	-	-	3.600	1.000	1.000	0.900	6.500
Actual/Proj.	-	-	-	-	-	-	-	-	3.600	3.000	(0.700)	12.100	18.000
Month Var.	-	-	-	-	-	-	-	-	-	2.000	(1.700)	11.200	11.500
YTD Var.	-	-	-	-	-	-	-	-	-	2.000	0.300	11.500	11.500

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

MTA New York City Transit
2010 BRP Monitoring Milestone Report
Fourth Quarter 2010 (Actual Results thru December)

Tracking No. NYCT 10-32
BRP

PEG Name: BRP - Facilities-Security Post Reductions

PEG Description: Staff efficiencies resulting from reductions in the number of security posts at various transit locations. Savings is partially offset by an investment in closed circuit cameras and the installation of high entry exit turnstiles (HEET's) at unstaffed locations.

PEG Status: PEG has been fully implemented. All tasks and milestones have been complete.

PEG VALUE (\$ in millions):

	Jul-10	2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:		0.000	-	0.344	7	1.259	16	1.259	16	1.259	16
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Eliminate AM coverage at the Amsterdam depot.	Jan-10	-	Jan-10
2	Eliminate security coverage at Herkimer Yard and the Queens Village, Kingsbridge and West Farms depots.	Jul-10	-	Jul-10

KEY INDICATORS: (Positions Eliminated)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	2						9					(4)	7
Actual/Proj.	2						9					(4)	7
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.010	0.010	0.010	0.010	0.011	0.010	0.063	0.063	0.036	0.038	0.041	0.042	0.344
Actual/Proj.	0.010	0.010	0.010	0.010	0.011	0.010	0.063	0.063	0.036	0.038	0.041	0.042	0.344
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

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

MTA New York City Transit
2010 BRP Monitoring Milestone Report
Fourth Quarter 2010 (Actual Results thru December)

Tracking No. NYCT 10-33
BRP

PEG Name: BRP - OTPS Reductions (Subways)

PEG Description: Subway-wide reduction in materials and supplies and rentals and miscellaneous. This reduction includes but is not limited to: less replacement of Glass/Mylar on Subway car windows; reduced elevator and escalator SMS material inventory; less janitorial services in low-populated buildings; reduced building services at 2 Broadway; and limited new furniture purchases.

PEG Status: Department of Subways has achieved its OTPS savings initiatives through the 4th quarter as planned. Funding has been eliminated from the various accounts in the divisions.

PEG VALUE (\$ in millions):

	Jul-10	2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:		0.000	-	4.477	-	4.839	-	5.089	-	5.089	-
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Savings in material will begin in January.	Jan-10		Jan-10

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

MONTHLY CASH SAVINGS (\$ in millions)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.248	0.248	0.248	1.748	0.248	0.248	0.248	0.248	0.248	0.248	0.248	0.248	4.477
Actual/Proj.	0.248	0.248	0.248	1.748	0.248	0.248	0.248	0.248	0.248	0.248	0.248	0.248	4.477
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

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

MTA New York City Transit
2010 BRP Monitoring Milestone Report
Fourth Quarter 2010 (Actual Results thru December)

Tracking No.

NYCT 10-34
 BRP
 modified

PEG Name: Overtime Savings - Subways

PEG Description: This program reduces unscheduled overtime in Subways, Supply Logistics, Revenue Control and Security starting in June 2010.

PEG Status: Overtime savings have been achieved as planned.

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0.000	-	6.225	-	9.349	-	9.349	-	9.349	-
Modified Plan:	Nov-10	0.000	-	6.225	-	14.195	-	14.195	-	14.195	-

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Overtime savings begin in June 2010	Jun-10		Jun-10

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

MONTHLY CASH SAVINGS (\$ in millions)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan						0.889	0.889	0.889	0.889	0.889	0.890	0.890	6.225
Actual/Proj.						0.889	0.889	0.889	0.889	0.889	0.890	0.890	6.225
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

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

MTA New York City Transit
2010 BRP Monitoring Milestone Report
Fourth Quarter 2010 (Actual Results thru December)

Tracking No.

NYCT 10-35

BRP

modified

PEG Name: Overtime Savings - Buses

PEG Description: This agency-wide proposal reduces unscheduled overtime by \$6.1M in Buses starting in 2011. Areas of overtime reductions include bus operator extra board relief, clerical and professional staff overtime reductions, reduced task times for specific maintenance work, supervisory overtime savings based on improved dispatcher assignments versus budget and overtime reductions achieved by implementing a revised goal of operating 99.4% of scheduled service. An additional \$10M overtime reduction target was mandated by the MTA on August 13th. Buses identified \$4.5M in savings towards this target in 2010.

PEG Status: This PEG has been fully achieved.

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0.000	-	4.532	(11)	6.060	(11)	6.060	(11)	6.060	(11)
Modified Plan:	Nov-10	0.000	-	4.532	(11)	9.684	(34)	9.852	(33)	10.226	(37)

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Reduce overtime in operating departments.	Jan-10		
2	Institute multiple line reviews by Dispatchers	Jan-11		
3	Reduce Bus Operator Held In Reserve	Jan-11		
4	Administrative, Clerical, & P&E Reduction in Overtime	Jan-11		
5	Improve Maintenance Task Times	Jan-11		
6	Operating - 99.36% of Service	Jan-11		

KEY INDICATORS: (Positions Eliminated)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan							(11)						(11)
Actual/Proj.							(11)						(11)
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	0.755	0.755	0.755	0.755	0.755	0.755							4.532
Actual/Proj.	0.755	0.755	0.755	0.755	0.755	0.757							4.532
Month Var.	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	0.002	-	-	-	-	-	-	0.000
YTD Var.	(0.000)	(0.001)	(0.001)	(0.001)	(0.002)	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 New York City Transit
2010 BRP Monitoring Milestone Report
Fourth Quarter 2010 (Actual Results thru December)

Tracking No. NYCT 10-37
BRP

PEG Name: BRP - Terminal Supervision Economy

PEG Description: This proposal reduces a total of 35 dispatchers by eliminating duplicative work at crew reporting centers (28 ATD's) and eliminating terminal supervision at locations no longer supporting train service due to AABB reductions (3 ATD's and 4 TD's).

PEG Status: Service Delivery has achieved its Terminal Supervision Economy initiative as planned. The jobs were taken out of the Pick.

PEG VALUE (\$ in millions):

	Jul-10	2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:		0.000	-	1.742	35	3.418	35	3.418	35	3.418	35
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Eliminate 28 ATD's at various crew reporting centers.	Jun-10		Jun-10
2	Eliminate 7 supervisors (4 TD's and 3 ATD's) at locations no longer supporting train service.	Jul-10		Jul-10

KEY INDICATORS: (Positions Eliminated)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan						28	7						35
Actual/Proj.						28	7						35
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	-	-	-	-	-	0.194	0.256	0.255	0.248	0.259	0.257	0.272	1.742
Actual/Proj.						0.194	0.256	0.255	0.248	0.259	0.257	0.272	1.742
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

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

MTA New York City Transit
2010 BRP Monitoring Milestone Report
Fourth Quarter 2010 (Actual Results thru December)

Tracking No. NYCT 10-38
BRP

PEG Name: BRP - Car Cleaning Reductions

PEG Description: Car Equipment will reduce car cleaning at all train terminal locations. This reduction will eliminate the remaining resources added in 2007 for the pilot program on the 7 & L lines (56 positions) as well as 60 positions from other terminal locations.

PEG Status: Car Equipment has achieved its Car Cleaning Reductions initiative as planned. The jobs were taken out of the Pick.

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0.000	-	4.542	116	8.642	116	8.642	116	8.642	116
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Eliminate 56 positions (48 Cleaners and 8 MS1's) added in 2007 for pilot programs on the 7 & L lines.	Jun-10		Jun-10
2	Eliminate a total of 60 Cleaners at all terminal locations.	Jun-10		Jun-10

KEY INDICATORS: (Positions Eliminated)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan						116							116
Actual/Proj.						116							116
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	-	-	-	-	-	0.635	0.648	0.644	0.637	0.634	0.661	0.682	4.542
Actual/Proj.						0.635	0.648	0.644	0.637	0.634	0.661	0.682	4.542
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

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

MTA New York City Transit
2010 BRP Monitoring Milestone Report
Fourth Quarter 2010 (Actual Results thru December)

Tracking No. NYCT 10-39
BRP

PEG Name: BRP - Dedicated Announcers Reduction

PEG Description: This proposal reduces by 19 the number of dedicated announcers assigned to provide customer service information from key locations (usually towers), each of which are connected via public address system to a number of subway stations.

PEG Status: Service Delivery has achieved its Dedicated Announcers Reduction initiative as planned.

PEG VALUE (\$ in millions):

	Jul-10	2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:		0.000	-	0.780	19	1.497	19	1.497	19	1.497	19
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Eliminate 19 positions (12 Conductors, 2 Train Operators and 5 Station Agents) assigned to this program.	Jun-10		Jun-10

KEY INDICATORS: (Positions Eliminated)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan						19							19
Actual/Proj.						19							19
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	-	-	-	-	-	0.109	0.112	0.110	0.109	0.109	0.113	0.119	0.780
Actual/Proj.						0.109	0.112	0.110	0.109	0.109	0.113	0.119	0.780
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

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

MTA New York City Transit
2010 BRP Monitoring Milestone Report
Fourth Quarter 2010 (Actual Results thru December)

Tracking No.

NYCT 10-40
BRP

PEG Name: BRP - Eliminate Bio-Diesel Fuel

PEG Description: This reflects rescision of Section II of Executive Order-142 mandating biodiesel use for transportation fuel.

PEG Status: This PEG has been fully implemented.

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0.000	-	1.407	-	3.417	-	4.409	-	4.409	-
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
	Elimination of purchase of Bio-Diesel Fuel	Jan-10		

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

MONTHLY CASH SAVINGS (\$ in millions)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.112	0.110	0.100	0.108	0.102	0.130	0.132	0.126	0.156	0.122	0.080	0.129	1.407
Actual/Proj.	0.112	0.110	0.100	0.108	0.102	0.130	0.132	0.126	0.156	0.122	0.080	0.129	1.407
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)	(0.001)	(0.001)	(0.001)	(0.000)	(0.000)	0.000	

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

MTA New York City Transit
2010 BRP Monitoring Milestone Report
Fourth Quarter 2010 (Actual Results thru December)

Tracking No. NYCT 10-41
BRP

PEG Name: BRP - Reduce Meredith Avenue to Annex/Charleston Delay

PEG Description: This proposal reduces 21 management and maintenance hourly positions supporting Meredith Avenue depot when it is converted to an annex. Savings in 2010 also reflects the delayed opening of Charleston Depot from January 2010 to July 2010. This reduction is offset by the addition of two (2) Electronics Maintenance Division (EMD) positions which had not been provided to support operations at Charleston Depot. EMD positions are mainly for farebox, destination signage and bus radio maintenance.

PEG Status: This PEG has been fully implemented.

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0.000	-	3.204	19	1.800	19	1.800	19	1.800	19
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Charleston Depot opening delay	Jan-10		
2	Staff Reduction in Meredith Avenue to support Annex	Jul-10		
3	EMD positions not provided to Charleston Depot	Jul-10		

KEY INDICATORS: (Positions Eliminated)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	55					(2)	(34)						19
Actual/Proj.	55						(34)						21
Month Var.	-	-	-	-	-	2	-	-	-	-	-	-	2
YTD Var.	-	-	-	-	-	2	2	2	2	2	2	2	

MONTHLY CASH SAVINGS (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.389	0.362	0.398	0.393	0.395	0.391	0.145	0.144	0.143	0.140	0.147	0.157	3.204
Actual/Proj.	0.389	0.362	0.398	0.393	0.395	0.391	0.145	0.144	0.143	0.140	0.147	0.157	3.204
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)	(0.001)	(0.000)	(0.000)	(0.000)	0.000	0.001	0.000	(0.000)	(0.000)	(0.000)	0.000	

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

MTA New York City Transit
2010 BRP Monitoring Milestone Report
Fourth Quarter 2010 (Actual Results thru December)

Tracking No. NYCT 10-42
BRP

PEG Name: BRP - Close Amsterdam Depot

PEG Description: This proposal reallocates buses from Amsterdam to Manhattanville, Quill, and 126th Street Depots commencing in July 2010. In addition, storeroom operations supporting bus maintenance at Amsterdam Depot (SR#12) will be closed, reducing three (3) hourly storeroom positions.

PEG Status: PEG has been implemented as planned.

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0.000	-	1.919	46	4.093	46	4.114	46	4.114	46
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
	Closed Amsterdam Depot and reallocated buses.	Jul-10		

KEY INDICATORS: (Positions Eliminated)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan							43		3				46
Actual/Proj.							43						43
Month Var.	-	-	-	-	-	-	-	-	(3)	-	-	-	(3)
YTD Var.	-	-	-	-	-	-	-	-	(3)	(3)	(3)	(3)	

MONTHLY CASH SAVINGS (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	-	-	-	-	-	-	0.304	0.304	0.316	0.317	0.331	0.346	1.919
Actual/Proj.							0.304	0.304	0.316	0.317	0.331	0.346	1.918
Month Var.	-	-	-	-	-	-	0.000	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.001)
YTD Var.	-	-	-	-	-	-	0.000	(0.000)	(0.001)	(0.001)	(0.001)	(0.001)	

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

MTA New York City Transit
2010 BRP Monitoring Milestone Report
Fourth Quarter 2010 (Actual Results thru December)

Tracking No. NYCT 10-43
BRP

PEG Name: BRP - Shifting Efficiencies

PEG Description: This program reflects the reduction of 22 bus operator positions throughout DOB bus depots starting July 2010. The Regional Bus Merger Team (RBMT) undertook a study of all regional bus shifting activities. Based on the day-to-day observations of shifting operations, interviews with depot personnel and analysis of data, the RBMT were able to identify areas of best practices and opportunity for improvements and savings. This was implemented and applied across all depots resulting in these position savings.

PEG Status: This PEG has been fully implemented.

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0.000	-	1.466	22	2.104	22	2.104	22	2.104	22
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
	Bus Operator reduction	Apr-10		

KEY INDICATORS: (Positions Eliminated)

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

MONTHLY CASH SAVINGS (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	-	-	-	0.157	0.162	0.160	0.164	0.162	0.160	0.160	0.164	0.178	1.466
Actual/Proj.				0.157	0.162	0.160	0.163	0.162	0.160	0.160	0.164	0.178	1.466
Month Var.	-	-	-	0.000	0.000	(0.000)	(0.001)	0.000	0.000	(0.000)	(0.000)	0.000	(0.000)
YTD Var.	-	-	-	0.000	0.001	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 New York City Transit
2010 BRP Monitoring Milestone Report
Fourth Quarter 2010 (Actual Results thru December)

Tracking No. NYCT 10-44
BRP

PEG Name: BRP - Revenue Control Efficiencies

PEG Description: Via efficiencies and operational changes a total of 25 positions will be eliminated in 2010 and an additional 4 positions will be eliminated during 2011. Savings are the result of several programmatic initiatives such as: change in booth collections at certain locations to weekly from biweekly (10 positions); upgraded high production encoding machines (HPEM) will increase encoding speed, and reduce the number of encoding positions (5 positions); eliminate HPEM Operations night shift (5 position); reduce collections from the closing of 29 full-time booths (3 positions); discontinue review of returned MetroCards per MTA-Audit (2 positions); and elimination of data entry requirements into Revenue Reconciliation System as a result of development of interfaces (4 positions).

PEG Status: Most of the scheduled efficiencies have taken place. The reduction of 10 positions due to changing booth collections from weekly to biweekly was scheduled for Nov-10, but was advanced to June-10. Due to the scheduled fare increase on December 30th, the elimination of the HPEM Operations night shift (5 positions) has been delayed until the 1st quarter of 2011. All other efficiencies have been fully implemented.

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0.000	-	0.801	25	2.559	29	2.559	29	2.559	29
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Discontinue reviews of returned MetroCards as per MTA-Audit.	Apr-10		Apr-10
2	Eliminate HPEM night shift operations.	Nov-10	Mar-11	
3	Reduce collections due to subways booth closings.	Jul-10		Jul-10

KEY INDICATORS: (Positions Eliminated)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan				2			3				20		25
Actual/Proj.				2		10	3				5		20
Month Var.	-	-	-	-	-	10	-	-	-	-	(15)	-	(5)
YTD Var.	-	-	-	-	-	10	10	10	10	10	(5)	(5)	

MONTHLY CASH SAVINGS (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	-	-	-	0.006	0.063	0.063	0.077	0.077	0.077	0.077	0.192	0.168	0.801
Actual/Proj.	-	-	-	0.006	0.063	0.093	0.107	0.107	0.107	0.107	0.154	0.154	0.897
Month Var.	-	-	-	(0.000)	(0.000)	0.030	0.030	0.030	0.030	0.030	(0.038)	(0.015)	0.096
YTD Var.	-	-	-	(0.000)	(0.000)	0.030	0.059	0.089	0.120	0.150	0.111	0.096	

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

MTA New York City Transit
2010 BRP Monitoring Milestone Report
Fourth Quarter 2010 (Actual Results thru December)

Tracking No. NYCT 10-45
BRP

PEG Name: Additional Savings - Other

PEG Description: This proposal achieves savings through reducing the Station Cleaner training float by 9 Cleaners and Bus platform budget adjustments in 2010.

PEG Status: Station Environment and Department of Buses have achieved their savings initiative through December as planned. The jobs have been taken out of the Picks.

PEG VALUE (\$ in millions):

	Jul-10	2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:		0.000	-	1.414	9	1.075	15	1.075	15	1.075	15
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Reduction of 9 cleaners.	Jan-10		Jan-10
2	Eliminate an average of 13.83 positions associated with bus service in July and August.	Jul-10		Jul-10

KEY INDICATORS: (Positions Eliminated)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	6						83		(83)			3	9
Actual/Proj.	6						83		(83)			3	9
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.023	0.022	0.023	0.022	0.024	0.023	0.599	0.583	0.023	0.024	0.023	0.025	1.414
Actual/Proj.	0.023	0.022	0.023	0.022	0.024	0.023	0.599	0.583	0.023	0.024	0.023	0.025	1.414
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

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

MTA New York City Transit
2010 BRP Monitoring Milestone Report
Fourth Quarter 2010 (Actual Results thru December)

Tracking No. NYCT 10-46
BRP

PEG Name: BRP - AABB Service Spin-offs

PEG Description: This program reflects the reduction of 5 dispatcher positions eliminated as service is reduced as well as additional savings from phasing in April through June 2010 until full implementation is achieved in July 2010. Also included are increased costs for outreach to the public on the affected routes via bus stop panels and guide-a-ride inserts on bus canisters.

PEG Status: Full implementation of PEG achieved in October 2010.

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0.000	-	2.321	5	0.520	5	0.520	5	0.520	5
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
	Reduction in Dispatcher positions due to AABB service reductions	Jul-10		

KEY INDICATORS: (Positions Eliminated)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan				76	79	78	(228)						5
Actual/Proj.				76	79	78	(228)						5
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	-	-	-	0.459	0.972	1.414	(0.217)	(0.217)	(0.218)	0.041	0.043	0.043	2.321
Actual/Proj.	-	-	-	0.459	0.972	1.414	(0.217)	(0.217)	(0.218)	0.041	0.043	0.043	2.320
Month Var.	-	-	-	(0.000)	(0.000)	(0.000)	0.000	0.000	(0.000)	(0.000)	(0.000)	(0.000)	(0.001)
YTD Var.	-	-	-	(0.000)	(0.000)	(0.001)	(0.000)	0.000	(0.000)	(0.001)	(0.001)	(0.001)	

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

MTA New York City Transit
2010 BRP Monitoring Milestone Report
Fourth Quarter 2010 (Actual Results thru December)

Tracking No. NYCT 10-48
BRP
new

PEG Name: BRP - Direct Service - Normal Business

PEG Description: This program includes savings from routine Platform Budget adjustments in both Subways and Buses, based on ride checks that adjust service at the margins and are done annually to meet passenger requirements; and also includes savings resulting from the implementation of HASTUS, a scheduling application that includes "crew optimizer" software for Subway scheduling.

PEG Status: Service Delivery and Department of Buses have achieved their Direct Service savings initiative through December as planned. The jobs have been taken out of the picks.

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0.000	0	0.398	16	2.665	16	4.380	16	4.380	16
Modified Plan:	Nov-10			1.354	35	5.406	58	4.916	58	5.000	58

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Eliminate 5 Train Operators and 5 Conductors from the work program by December 2010	Dec-10		Dec-10
2	Reduce 2 Car Inspectors in December 2010	Dec-10		Dec-10
3	Reduce the Traction Power budget due to reductions in subway service	Dec-10		Dec-10
4	Reduce 4 Bus Drivers due to the relocation of the Q32 by July 2010	Jul-10		Jul-10
5	Eliminate 19 Bus Driver positions from the work program starting in July with 6 and by December 19	Jul-10		Jul-10

KEY INDICATORS: (Positions Eliminated)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan							10	-	(4)	18	-	11	35
Actual/Proj.							10	-	(4)	18	-	11	35
Month Var.							-	-	-	-	-	-	-
YTD Var.							-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan							0.123	0.123	0.068	0.298	0.298	0.444	1.354
Actual/Proj.							0.123	0.123	0.068	0.298	0.298	0.444	1.354
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
4th Quarter 2010 results and Year-End Achievement**

PEG

In 2010, 2 PEGs are being monitored with full-year savings of 0 positions and \$12.8 million.

Results through the fourth quarter show that \$0.0 million or 0.0% of the planned PEG savings of \$12.8 million was realized. The reason for the savings shortfall is as follows:

2006 PEG #06-05 (Revenue Enhancements: Right of Way Leased Line Fees) with planned savings of \$12.8 million and 0 positions fell short by \$12.8 million (100.0%) and 0 positions. On-going negotiations with the vendor will continue in 2011.

AABB

In 2010, 13 AABB's are being monitored with a full-year savings of 163 positions and \$23.1 million.

Results through the fourth quarter show that \$20.2 million or 87.5% of the planned AABB reductions of \$23.1 million were realized and 163 positions were reduced. The reason for the savings shortfall is as follows:

2009 AABB #09-06 (Close Ticket Windows/Reduce Ticket Selling Positions) with planned savings of \$2.2 million and 23 positions fell short by \$0.2 million (7.3%) and 0 positions due to timing of attrition.

2009 AABB #09-11 (Engineering Overtime Reductions) with planned savings of \$1.2 million and 0 positions fell short by \$0.9 million (81.6%) and 0 positions due to severe weather events.

2009 AABB #09-21 (Train Crew Staffing Reductions) with planned savings of \$4.5 million and 42 positions fell short by \$1.8 million (40%) and 0 positions due to timing of attrition.

MTA Long Island Rail Road
2010 PEG Monitoring Milestone Report
4th Quarter 2010 (Actuals through December)

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 progressing as planned. Actual sale date may slip to 2011

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
Modified Plan: Nov-10	0	0	0.000	0	3.000	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	Dec-11	

MONTHLY CASH SAVINGS: (\$ in millions)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan													-
Actual/Proj.													-
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
4th Quarter 2010 (Actuals through December)

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: The AABB is fully Implemented

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
Modified Plan:	Nov-10			2.271	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.					8	8	8	8	12	21	21	21	21
Month Var.	-	-	-	-	(4)	(4)	(4)	(4)	0	0	0	0	-
YTD Var.	-	-	-	-	(4)	(8)	(12)	(16)	(16)	(16)	(16)	(16)	

MONTHLY CASH SAVINGS (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan					0.082	0.082	0.303	0.303	0.246	0.418	0.419	0.419	2.271
Actual/Proj.					0.082	0.082	0.303	0.303	0.246	0.418	0.419	0.419	2.271
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: Yes

MTA Long Island Rail Road
2010 AABB Monitoring Milestone Report
4th Quarter 2010 (Actuals through December)

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: The AABB is fully implemented

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: Yes

**MTA Long Island Rail Road
2010 AABB Monitoring Milestone Report
4th Quarter 2010 (Actuals through December)**

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: The AABB is fully implemented

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.							0	0	8	8	8	8	8
Month Var.	-	-	-	-	-	-	(8)	(8)	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	(8)	(8)	-	-	-	-	-

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: Yes

MTA Long Island Rail Road
2010 PEG Monitoring Milestone Report
4th Quarter 2010 (Actuals through December)

Tracking No. _____

LIRR 09-04
AABB

PEG Name: Administrative Headcount Reductions

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

PEG Status: The AABB is fully implemented

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
4th Quarter 2010 (Actuals through December)

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: The AABB is fully implemented.

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	18	21	23	23	23	23	23	23	23	23
Month Var.	(4)	(5)	(4)	(5)	(2)	0	0	0	0	0	0	0	0
YTD Var.	(4)	(5)	(4)	(5)	(2)	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	0.146	0.171	0.187	0.187	0.187	0.187	0.187	0.187	0.187	2.082
Month Var.	(0.033)	(0.041)	(0.033)	(0.041)	(0.016)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.163)
YTD Var.	(0.033)	(0.073)	(0.106)	(0.146)	(0.163)	(0.163)	(0.163)	(0.163)	(0.163)	(0.163)	(0.163)	(0.163)	(0.163)

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

MTA Long Island Rail Road
2010 PEG Monitoring Milestone Report
4th Quarter 2010 (Actuals through December)

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 fully implemented

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
4th Quarter 2010 (Actuals through December)

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 fell short due to severe winter weather events in February (snow), March (snow), September (Hurricane) and December (Snow)

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)	0.282	0.383	0.339	0.251	0.409	(0.135)	0.156	0.253	(1.196)	0.214
Month Var.	0.101	(0.775)	(0.136)	0.185	0.286	0.242	0.152	0.310	(0.234)	0.058	0.155	(1.294)	(0.949)
YTD Var.	0.101	(0.674)	(0.810)	(0.625)	(0.339)	(0.096)	0.056	0.366	0.132	0.190	0.345	(0.949)	(0.949)

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

MTA Long Island Rail Road
2010 PEG Monitoring Milestone Report
4th Quarter 2010 (Actuals through December)

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 has been fully implemented

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
4th Quarter 2010 (Actuals through December)

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 fully implemented

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
4th Quarter 2010 (Actuals through December)

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 fully implemented

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
4th Quarter 2010 (Actuals through December)

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 ABB is fully implemented

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
4th Quarter 2010 (Actuals through December)

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: Pilot Program Completed. Full scale launch in 2011.

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	
Modified Plan: Nov-10	0.000		0.105		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	10/1/2010	10/1/2010
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	0.000	0.000	0.000	0.000	0.000	0.105	0.105
Actual/Proj.	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.105	0.105
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
4th Quarter 2010 (Actuals through December)

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: AABB is fully implemented

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	19	19	19	19	19	25	42	42	42	42
Month Var.	(23)	(23)	(23)	(23)	(23)	(23)	(23)	(23)	(17)	0	0	0	0
YTD Var.	(23)	(23)	(23)	(23)	(23)	(23)	(23)	(23)	(17)	(17)	(17)	(17)	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	0.171	0.171	0.171	0.171	0.171	0.225	0.378	0.378	0.378	2.728
Month Var.	(0.207)	(0.207)	(0.207)	(0.207)	(0.207)	(0.207)	(0.207)	(0.207)	(0.153)	0.000	0.000	0.000	(1.813)
YTD Var.	(0.207)	(0.415)	(0.622)	(0.830)	(1.037)	(1.245)	(1.452)	(1.659)	(1.813)	(1.813)	(1.813)	(1.813)	(1.813)

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

MTA Long Island Rail Road
2010 PEG Monitoring Milestone Report
4th Quarter 2010 (Actuals through December)

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	0.000	0.000
Month Var.	(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)
YTD Var.	(1.069)	(2.139)	(3.208)	(4.277)	(5.347)	(6.416)	(7.485)	(8.555)	(9.624)	(10.693)	(11.763)	(12.832)	

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

**Metropolitan Transportation Authority
2010 LIRR BRP Monitoring Program
4th Quarter 2010 results and Year-End Achievement**

BRP

In 2010, 13 BRP's are being monitored with a full-year savings of 93 positions and \$46.9 million.

Results through the fourth quarter show that \$45.6 million or 97.2% of the planned BRP reductions of \$46.9 million were realized and 72 positions were reduced.

The reason for the savings shortfall is as follows:

2010 BRP #10-14 (Consist Reductions and Ticket Window Closings) with planned savings of \$0.8 million and 0 positions fell short by \$0.4 million (41.7%) and 0 positions. Consist size was restored during the holiday season.

2010 BRP #10-16 (Fare Collection Efficiencies) with planned savings of \$1.4 million and 36 positions fell short by \$0.8 million (56.2%) and 21 positions. Staff was originally furloughed. However, 21 were brought back as train crew with the remaining returning to other positions (Car Appearance Maintainers).

MTA Long Island Rail Road

2010 BRP Monitoring Milestone Report 4th Quarter 2010 (Actuals through December)

Tracking No. _____

LIRR 10-05
BRP

PEG Name: Administrative and Management Staff Reductions

PEG Description: Administrative and Management position reductions in Engineering, Maintenance of Equipment, Stores Department, Transportation Services and Public Affairs.

This reduction of 43 positions will be implemented through eliminating vacant non-critical administrative positions and through lay offs. Exact titles will be determined based on the ongoing functional review analysis. Six of these 43 positions can be eliminated as a result of the recently implemented consolidation of the former Transportation and Passenger Services departments.

PEG Status: BRP Completed.

PEG VALUE: (\$ in millions)

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0.000	0	3.643	43	3.384	31	3.491	31	3.583	31
Modified Plan	Nov-10	0	0	3.539	43	3.384	31	3.491	31	3.583	31

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date

KEY INDICATORS (positions eliminated):

Positions	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	18	18	18	18	18	18	43	43	43	43	43	43	43
Actual/Proj.	18	18	18	18	18	18	40	40	43	43	43	43	43
Month Var.	-	-	-	-	-	-	(3)	(3)	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	(3)	(3)	-	-	-	-	-

MONTHLY CASH SAVINGS: (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.191	0.191	0.192	0.191	0.191	0.191	0.363	0.365	0.415	0.417	0.415	0.417	3.539
Actual/Proj.	0.191	0.191	0.192	0.191	0.191	0.191	0.363	0.365	0.415	0.417	0.415	0.417	3.539
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:

Quarterly

PEG Has Been Fully Implemented:

Yes

MTA Long Island Rail Road
2010 BRP Monitoring Milestone Report
4th Quarter 2010 (Actuals through December)

Tracking No. **LIRR 10-06**
BRP

PEG Name: Administrative Non-payroll Savings

PEG Description: Administrative reductions will be implemented in the following areas: employee recruitment, postage, uniform contracts, warehouse space leases, corporate communications graphics contracts and advertising.

Employee recruitment costs (background investigations, advertising and job fairs) and several advertising initiatives will be reduced in 2010. The new joint employee uniform procurement with NYCT resulted in a 25% reduction in costs. The leasing of additional warehouse space will be deferred until October at a lower rate. Overall spending on graphing contracts and postage will be reduced across the Five-Year Plan.

PEG Status: BRP fully implemented. Additional Recruitment (2011) and Warehouse Space (2010 - 2013) savings identified.

PEG VALUE: (\$ in millions)

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0.000	0	1.055	0	0.500	0	0.350	0	0.350	0
Modified Plan	Nov-10	0.000	0	1.145	0	1.055	0	0.705	0	0.705	0

CRITICAL TASKS & MILESTONES:										Planned Date	Revised Date	Actual Date

KEY INDICATORS:													
Positions	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	0.086	0.085	0.085	0.087	0.086	0.085	0.090	0.091	0.089	0.119	0.120	0.122	1.145
Actual/Proj.	0.086	0.085	0.085	0.087	0.086	0.085	0.090	0.091	0.089	0.119	0.120	0.122	1.145
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

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

MTA Long Island Rail Road

2010 BRP Monitoring Milestone Report 4th Quarter 2011 (Actuals through December)

Tracking No. _____

LIRR 10-07
BRP

PEG Name: Additional Overtime Initiatives

PEG Description: Through improved overtime controls, the LIRR will implement reductions in scheduled and unscheduled overtime. The LIRR has identified overtime control as a critical agency priority and specified particular areas of focus for reduction. An Overtime Task Force was developed in 2009 which will be strengthened and refocused in 2010.

Various initiatives will be implemented that are focused on controlling overtime such as deploying train and engine service staff to offset overtime, conducting training on the job during straight-time hours, redeploying staff, changing shift hours, etc. Some of these overtime reductions are associated with reimbursable project activity.

PEG Status: BRP fully implemented in 2010. Savings above original plan achieved in 2010. Third party snow removal pilot to be launched 1/1/11

PEG VALUE: (\$ in millions)

	2009		2010		2011		2012		2013	
	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan: Jul-10	0.000	0	1.625	0	2.016	0	2.060	0	2.104	0
Modified Plan: Nov-10	0	0	2.894	0	1.657	0	2.060	0	2.104	0

CRITICAL TASKS & MILESTONES:	Planned Date	Revised Date	Actual Date

KEY INDICATORS:													
Positions	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	0.088	0.089	0.088	0.085	0.086	0.085	0.123	0.124	0.125	0.546	0.636	0.819	2.894
Actual/Proj.	0.088	0.089	0.088	0.085	0.086	0.085	0.123	0.124	0.125	0.546	0.636	0.819	2.894
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 Long Island Rail Road
2010 BRP Monitoring Milestone Report
4th Quarter 2010 (Actuals through December)

Tracking No.

LIRR 10-08
BRP

PEG Name: Eliminate Restricted Duty

PEG Description: The Rail Road has on average 40 employees who are assigned to restricted or "light" duty as a result of medical limitations. Approximately half of these individual did not develop their conditions on the job. This reduction would eliminate restricted du

Employees who are on restricted duty due to on-the-job injury would still receive salary but would not report to a work location. The others would no longer be paid. Savings assumes implementation mid 2010.

PEG Status: Revised policy currently under development

PEG VALUE: (\$ in millions)

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0.000	0	0.800	0	1.600	0	1.600	0	1.600	0
Modified Plan:	Nov-10	0.000	0	0.000	0	1.600	0	1.600	0	1.600	0

CRITICAL TASKS & MILESTONES:	Planned Date	Revised Date	Actual Date

KEY INDICATORS:

Positions	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													-
Actual/Proj.													-
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 Long Island Rail Road
2010 BRP Monitoring Milestone Report
4th Quarter 2010 (Actuals through December)

Tracking No.

LIRR 10-09
BRP

PEG Name: Corporate Expense Re-estimates

PEG Description: Based on a review of actual invoices and expenditures, the LIRR has determined that it can reduce its budget in the following areas: Health & Welfare rates, Station Liability Insurance, Engineering-Non-Payroll spending, Security Guard Contracts, and the Amtrak Joint Facility agreement.

Re-estimates are based on the following assumptions: Actual Health and Welfare rates are running under budget by approximately \$50 per employee per month. Actual station liability insurance invoices and audit credit refund. One time elimination of non-payroll projects and initiatives in Engineering. Budget savings in current security guard staffing. Reduce budget for LIRR joint facility costs with Amtrak in line with current spending levels.

PEG Status: BRP has been fully implemented. Reduced savings in 2011 - 2013 based on latest Joint Facility Costs from AMTRAK (primarily exhaust vent maintenance).

PEG VALUE: (\$ in millions)

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0.000	0	9.029	0	5.993	0	5.996	0	5.995	0
Modified Plan:	Nov-10	0	0	9.029	0	5.493	0	5.496	0	5.495	0

CRITICAL TASKS & MILESTONES:	Planned Date	Revised Date	Actual Date

KEY INDICATORS:

Positions	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	0.442	2.108	(1.096)	2.339	(0.671)	0.605	0.985	0.833	0.882	1.008	0.824	0.770	9.029
Actual/Proj.	0.442	2.108	(1.096)	2.339	(0.671)	0.605	0.985	0.833	0.882	1.008	0.824	0.770	9.029
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

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

MTA Long Island Rail Road
2010 BRP Monitoring Milestone Report
4th Quarter 2010 (Actuals through December)

Tracking No.

LIRR 10-10
BRP

PEG Name: Pension Re-estimate

PEG Description: In an effort to coordinate agency submissions and identify additional savings opportunities that may have been overlooked, LIRR staff reached out to MNR staff. The following item emerged as potential savings to the LIRR but requires further direction from the MTA: pension rate re-estimate (\$1.1 million).

PEG Status: Awaiting latest estimate from MTA.

PEG VALUE: (\$ in millions)

	2009		2010		2011		2012		2013	
	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan: Jul-10	0.000	0	1.130	0	1.100	0	1.100	0	1.100	0

CRITICAL TASKS & MILESTONES:	Planned Date	Revised Date	Actual Date

KEY INDICATORS:	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Positions													
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	0.094	0.094	0.094	0.094	0.094	0.095	0.094	0.094	0.094	0.094	0.094	0.095	1.130
Actual/Proj.	0.094	0.094	0.094	0.094	0.094	0.095	0.094	0.094	0.094	0.094	0.094	0.095	1.130
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 Long Island Rail Road
2010 BRP Monitoring Milestone Report
4th Quarter 2010 (Actuals through December)

Tracking No.

LIRR 10-11
BRP

PEG Name: Material and Inventory Management

PEG Description: The LIRR's internal Inventory Management Task Force has strengthened oversight of the fleet component procurement process and identified opportunities to lower material expenses.

A joint initiative between Maintenance of Equipment, Procurement, Management and Budget and Operations Support and Analysis has resulted in new policies and procedures that more clearly identify production plan and min-max needs requirements and impose tighter internal controls. This will result in one time savings in 2010 as well as a shift of certain 2010 items from 2010 to 2011. This reduction is in addition to the \$3.0 million in annual material savings that was built into the railroad's budget as part of the original AABBs starting in 2009.

PEG Status: BRP fully implemented

PEG VALUE: (\$ in millions)

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0.000	0	9.000	0	-4.000	0	0.000	0	0.000	0

CRITICAL TASKS & MILESTONES:	Planned Date	Revised Date	Actual Date

KEY INDICATORS:

Positions	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	1.875	1.875	1.250	-	-	-	1.001	1.000	0.999	1.000	-	-	9.000
Actual/Proj.	1.875	1.875	1.250	-	-	-	1.001	1.000	0.999	1.000	-	-	9.000
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: Yes

MTA Long Island Rail Road
2010 BRP Monitoring Milestone Report
4th Quarter 2010 (Actuals through December)

Tracking No. **LIRR 10-12**
BRP

PEG Name: Project Elimination and Deferral

PEG Description: Delay various operating funded capital projects including highway vehicle replacement, Bethpage Facility security upgrade, LIRR facility upgrades and other miscellaneous projects.

Various operating budget funded initiatives will either be eliminated or deferred.

PEG Status: BRP Fully implemented. Additional savings in 2011 with the elimination of facility upgrades.

PEG VALUE: (\$ in millions)

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0.000	0	12.815	5	0.781	5	-1.570	0	-0.447	0
Modified Plan	Nov-10	0	0	12.815	5	1.681	5	-1.570	0	-0.447	0

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date

KEY INDICATORS (positions eliminated):

Positions	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	5	5	5	5	5	5	5	5	5	5	5	5	5
Actual/Proj.	5	5	5	5	5	5	5	5	5	5	5	5	5
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS: (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	1.802	1.975	1.977	0.502	0.697	0.273	0.410	0.562	0.889	0.904	1.803	1.021	12.815
Actual/Proj.	1.802	1.975	1.977	0.502	0.697	0.273	0.410	0.562	0.889	0.904	1.803	1.021	12.815
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

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

MTA Long Island Rail Road
2010 BRP Monitoring Milestone Report
4th Quarter 2010 (Actuals through December)

Tracking No. _____

LIRR 10-13
BRP

PEG Name: Cleaning

PEG Description: Through improved productivity the LIRR will be able to reduce costs for station and rolling stock cleaning.

There are currently three vacant Station Appearance Maintainers, which will not be filled. In addition, a 10% reduction in overtime for Station Appearance Maintainers will be implemented. A reduction of overtime for Car Appearance Maintainers will also be implemented. In both cases, 2011 will include a full year's savings. Separately, a 50% reduction in pigeon proofing will be implemented each year beginning January 2010.

PEG Status: BRP is fully implemented. Approximately \$0.050 million added back in 2011 - 2013 for pigeon proofing.

PEG VALUE: (\$ in millions)

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0.000	0	0.875	3	1.000	3	1.023	3	1.046	3
Modified Plan:	Nov-10	0	0	0.875	3	0.950	3	0.973	3	0.996	3

CRITICAL TASKS & MILESTONES:			Planned Date	Revised Date	Actual Date

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

MONTHLY CASH SAVINGS: (\$ in millions)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	0.048	0.048	0.049	0.072	0.076	0.076	0.076	0.086	0.086	0.086	0.086	0.086	0.875
Actual/Proj.	0.048	0.048	0.049	0.072	0.076	0.076	0.076	0.086	0.086	0.086	0.086	0.086	0.875
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

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

MTA Long Island Rail Road

2010 BRP Monitoring Milestone Report 4th Quarter 2010 (Actuals through December)

Tracking No. _____

LIRR 10-14
BRP

PEG Name: Consist Reductions and Ticket Window Closings

PEG Description: Reduce the number of cars on selected peak trains and weekend off-peak trains that have excess seating capacity to reduce traction power costs. In 2011, close 18 ticket windows resulting in reduced staffing levels.

The LIRR would reduce consist sizes on its weekend and AM peak trains. This would increase the number of standees on trains. The ticket window closings would leave only 9 stations, mostly terminals, with staffed ticket windows.

PEG Status: The LIRR has reduced consist sizes on weekend trains as of September 2010. Consist size was restored during the holiday season. Alternatives to reduce the number of ticket window closings in 2011 are being discussed.

PEG VALUE: (\$ in millions)

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0.000	0	1.678	0	2.687	18	2.762	18	2.825	18
Modified Plan:	Nov-10	0	0	0.839	0	2.767	7	2.808	7	2.853	7

CRITICAL TASKS & MILESTONES:	Planned Date	Revised Date	Actual Date

KEY INDICATORS (positions eliminated):

Positions	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							-	-	-	0.279	0.280	0.280	0.839
Actual/Proj.							-	-	0.070	0.140	0.140	-	0.350
Month Var.	-	-	-	-	-	-	-	-	0.070	(0.140)	(0.140)	(0.280)	(0.490)
YTD Var.	-	-	-	-	-	-	-	-	0.070	(0.070)	(0.210)	(0.490)	(0.490)

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

MTA Long Island Rail Road
2010 BRP Monitoring Milestone Report
4th Quarter 2010 (Actuals through December)

Tracking No. _____

LIRR 10-15
 BRP _____

PEG Name: Fleet Maintenance Initiatives

PEG Description: The LIRR will implement a series of initiatives to reduce costs associated with rolling stock maintenance. These initiatives are possible as a result of the Maintenance of Equipment Department's review of parts/components reliability.

The M3 cars are currently on a 60-day Periodic Inspection schedule compared to 92 days for M7 cars. This proposal would move the M3 to the same inspection period as the M7. Based on a review of the reliability of the M7 HVAC, the scheduled overhaul of the M7 HVAC will be extended two years to every eight years. The West Side Yard Support Shops currently operate on three shifts per day. The proposal would lower the operations to one shift. Staff and workload performed on the remaining shifts would be moved to HSF. Savings are generated largely through a reduction in overtime coupled with a reduction in materials.

PEG Status: BRP fully implemented

PEG VALUE: (\$ in millions)

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0.000	0	1.685	0	2.837	0	1.557	0	1.600	0

CRITICAL TASKS & MILESTONES:	Planned Date	Revised Date	Actual Date

KEY INDICATORS:													
Positions	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		0.110	0.110	0.118	0.118	0.118	0.184	0.184	0.184	0.184	0.184	0.191	1.685
Actual/Proj.		0.110	0.110	0.118	0.118	0.118	0.184	0.184	0.184	0.184	0.184	0.191	1.685
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

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

MTA Long Island Rail Road
2010 BRP Monitoring Milestone Report
4th Quarter 2010 (Actuals through December)

Tracking No. LIRR 10-16
BRP

PEG Name: Fare Collection Efficiencies

PEG Description: The Transportation Services Department has concluded the first phase of its analysis of fare collection practices and identified a series of efficiencies that can reduce staffing requirements.

Specific initiatives include completing punch days ticket validation using base crew staffing levels, eliminating additional weekday and weekend collector tours and rebalancing Port Washington weekend staffing. In addition, by changing Mail and Ride Program enrollment policies the LIRR would be able to generate staffing and OTPS reductions.

PEG Status: Fare collection efficiencies progressed as planned, but deferred staffing reduction to September 2010.

PEG VALUE: (\$ in millions)

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0.000	0	1.964	36	4.160	38	4.283	38	4.391	38
Modified Plan:	Nov-10	0.000	0	1.428	36	4.160	38	4.283	38	4.391	38

CRITICAL TASKS & MILESTONES:	Planned Date	Revised Date	Actual Date

KEY INDICATORS (positions eliminated):

Positions	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan							0	0	36	36	36	36	36
Actual/Proj.							0	0	36	15	15	15	15
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS: (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan							-	0.143	0.378	0.302	0.302	0.303	1.428
Actual/Proj.							-	-	0.189	0.189	0.124	0.124	0.626
Month Var.	-	-	-	-	-	-	-	(0.143)	(0.189)	(0.113)	(0.178)	(0.179)	(0.802)
YTD Var.	-	-	-	-	-	-	-	(0.143)	(0.332)	(0.445)	(0.623)	(0.802)	(0.802)

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

MTA Long Island Rail Road
2010 BRP Monitoring Milestone Report
4th Quarter 2010 (Actuals through December)

Tracking No. LIRR 10-17
BRP

PEG Name: Operations Support & Efficiencies

PEG Description: Savings achieved through operations support and efficiencies in Engineering, Information Technology (IT) and Transportation Services.

Engineering- Transfer the Lower Montauk Track and right of way to New York and Atlantic Railway until required for East Side Access operation. Reduce overtime costs through improved management controls and extend ROW tree trimming and vegetation management cycle to over 10 years.

IT- eliminate most radios used in the Customer Assistance Program (by LIRR managers) and achieve Verizon circuit savings due to the connecting TVMs to the Fiber Optic Network (beginning in 2012).

Transportation Services- eliminate 2 ticket receiver positions at PSNY, reduce staffing after the completion of the Jamaica Central Control Mini Theater, lower penalty payments, reduce overtime through improved management control, realign Citifield service/support based on current ridership levels and eliminate 2 Special Platform Conductors at Jamaica.

PEG Status: Most of the BRP Achieved. Lower Montauk slipped to 2011.

PEG VALUE: (\$ in millions)

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0.000	0	2.797	11	3.193	17	3.474	17	3.572	17
Modified Plan	Nov-10	0.000	0	2.484	6	3.193	17	3.474	17	3.572	17

CRITICAL TASKS & MILESTONES:	Planned Date	Revised Date	Actual Date

KEY INDICATORS (positions eliminated):

Positions	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan					0	0	0	0	4	6	6	6	6
Actual/Proj.					0	0	0	0	4	6	6	6	6
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS: (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan					0.152	0.153	0.375	0.339	0.417	0.346	0.346	0.356	2.484
Actual/Proj.					0.152	0.153	0.375	0.339	0.417	0.346	0.346	0.356	2.484
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

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

**Metropolitan Transportation Authority
2010 MNR PEG Monitoring Program
4th Quarter 2010 Results and Year-End PEG Achievement**

In 2010, seven PEGs were monitored and are completed. The year-end savings are \$21.423M. The PEGS are as follows: NHL Equipment Replacement Plan, 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, and East of Hudson Service Plan.

Further, four AABBs were monitored. Year-end savings are \$15.000M. The AABBS are as follows: Reduce Operating Capital Funded Management Initiatives, Reduce Overtime for Maintenance of Equipment, Maintenance of Way and Operations Services, Reduce Car Consists and Increase Train Occupancy for East of Hudson Lines, and Reduce Service for East of Hudson, Net of Revenues.

Actual 4th Quarter PEG and AABB savings for Metro-North is \$36.423M.

**MTA Metro-North Rail Road
2010 PEG Monitoring Milestone Report
4th Quarter 2010 (Actuals through December)**

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	0.105	0.105	0.105	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	1.170
Actual/Proj.	0.105	0.105	0.105	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	1.170
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
4th Quarter 2010 (Actuals through December)

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):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Feb-10	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: Quarterly

PEG Has Been Fully Implemented: Yes

MTA Metro-North Rail Road
2010 PEG Monitoring Milestone Report
4th Quarter 2010 (Actuals through December)

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):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Feb-10	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: Quarterly
 PEG Has Been Fully Implemented: Yes

**MTA Metro-North Rail Road
2010 PEG Monitoring Milestone Report
4th Quarter 2010 (Actuals through December)**

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: Quarterly
 PEG Has Been Fully Implemented: Yes

MTA Metro-North Rail Road
2010 PEG Monitoring Milestone Report
4th Quarter 2010 (Actuals through December)

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.	\$	Pos.	\$	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
4th Quarter 2010 (Actuals through December)**

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: PEG Completed

AABB VALUE (\$ in millions):

	Feb-10	2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:		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		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	Total
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: Yes

MTA Metro-North Rail Road
2010 AABB Monitoring Milestone Report
4th Quarter 2010 (Actuals through December)

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: PEG Completed

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		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: Yes

MTA Metro-North Rail Road
2010 PEG Monitoring Milestone Report
4th Quarter 2010 (Actuals through December)

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):

	Feb-09	2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	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
4th Quarter 2010 (Actuals through December)

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		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
4th Quarter 2010 (Actuals through December)

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 Complete: The M8 car delivery schedule and the related M2 retirements tied to the NHL Equipment Plan have been subject to periodic revisions in accordance with production/delivery schedules by the manufacturer, and equipment utilization projections. As a result, the modified plan reflects the cumulative effect of all changes in each Financial Plan update.

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:	Jul-10	7.164	0	12.800	0	18.422	0	20.856	0	13.618	0

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	The 100 M8 cars will not be put into service in the 4th Quarter as originally planned.	Nov-10	Jan-11	
2	M2s will not retire in 2010 as originally planned.	-	Jan-11	
3	Savings included through 2010-2013 include the retirement of the FL9 locomotives (2009), the utilization of the M4s, M6s and coaches and M2 and M8 changes to the Plan.	Nov-10		Nov-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	0.000	0.000	0.000	0.000	0.000	0.000	2.133	2.133	2.133	2.133	2.133	2.135	12.800
Actual/Proj.	0.000	0.000	0.000	0.000	0.000	0.000	2.133	2.133	2.133	2.133	2.133	2.135	12.800
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: Yes

Metropolitan Transportation Authority
2010 MNR BRP Monitoring Program
4th Quarter 2010 Results and Year-End BRP Achievement

In 2010, seven Budget Reduction Plans were monitored: The year-end savings of those BRPs is \$29.937M and are as follows: Financial Plan Update, Project Elimination and Deferrals, Revenue Sales and Collection Initiative, Operations Staffing Reduction Initiative, Reduce Operations Division Unscheduled Overtime by 3%, Strategic Procurement Initiative, and Grow Non-Fare Revenue.

MTA Metro-North Rail Road

4th Quarter 2010 BRP Monitoring Milestone Report

Tracking No. MNR 10-09
BRP

PEG Name: Budget Plan Reduction - Financial Plan Update

PEG Description: A review of the 2010-2013 Financial Plan identified several areas of cost savings which included a reduction in spending on advertising programs, adjustments to electric propulsion power rates and fringe costs based on favorable trends, an increase in vacancy savings due to a hiring slowdown for new positions and existing vacancies, and the elimination of cash requirements for Vision 2013 initiatives and adjustments in the timing of expenditures.

PEG Status: BRP Complete

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0.000	0	15.500	0	2.492	0	3.000	0	3.000	0

CRITICAL TASKS & MILESTONES:	Planned Date	Revised Date	Actual Date
Advertising Programs suspended.	3/10/2010		3/10/2010
Reduce the 2010 Budget through the Mid-Year Forecast Update for favorable trends.	7/1/2010		7/1/2010

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	1.292	1.292	1.292	1.292	1.292	1.292	1.292	1.292	1.292	1.292	1.290	1.290	15.500
Actual/Proj.	1.292	1.292	1.292	1.292	1.292	1.292	1.292	1.292	1.292	1.292	1.290	1.290	15.500
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: Quarterly
 PEG Has Been Fully Implemented: Yes

MTA Metro-North Rail Road

4th Quarter 2010 BRP Monitoring Milestone Report

Tracking No.

MNR 10-10
BRP

PEG Name: Budget Reduction Plan - Strategic Procurement Initiative

PEG Description: This is a key initiative that MNR started in January and involves joint partnered reviews between the Operating Division and the Procurement Department. It is a major refinement to MNR's material purchasing and inventory maintenance business processes. In addition, we will continue to aggressively pursue joint initiatives with the LIRR and other MTA agencies so as to capture economies of scale wherever possible.

Thus, attacking both sides of the procurement process – reducing and streamlining purchasing activity as well as increasing competition to bring down prices – Metro-North has been able to identify both one-time and recurring savings. Examples include: 1) conducting joint reviews with M of E and M of W to adjust purchasing levels and reduce both usage and inventory; 2) increasing competition in bids for rubbish removal which resulted in a \$1.5 million savings; and 3) buying an inventory forecasting system that is anticipated to help reduce costs annually.

- Obtain one-time and on-going reduction in maintenance material and supply purchases through partnered reviews between Operations and Materials Management.
- Reduce Min/Max replenishments based on new review of stock margins.
- Reduce material consumption projected for Planned maintenance Activity due to identified improved commodity performance/reliability.
- Reduce Rubbish Removal Services costs by maximizing competitive bidding field for vendors in the Metropolitan Area
- Joint Procurement Contract Savings.
- Reducing material purchases thru implementation and use of the Inventory Forecasting System.

PEG Status: BRP Complete

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0.000	0	5.900	0	2.350	0	2.350	0	2.350	0

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
	Intensify management control efforts on inventory procurement and usage	1/1/2010		1/1/2010
	Obtain favorable rubbish removal contract costs	1/1/2010		1/1/2010
	Procure an algorithmic inventory forecasting system	9/1/2010		9/1/2010
	Install/implement forecasting system	11/1/2010		11/1/2010

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	0.492	0.492	0.492	0.492	0.492	0.492	0.492	0.492	0.492	0.492	0.490	0.490	5.900
Actual/Proj.	0.492	0.492	0.492	0.492	0.492	0.492	0.492	0.492	0.492	0.492	0.490	0.490	5.900
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
4th Quarter 2010 BRP Monitoring Milestone Report

Tracking No. **MNR 10-11**
BRP

PEG Name: Budget Reduction Plan - Project Elimination and Deferrals

PEG Description: The project elimination and deferral initiative is a cyclical project review of all IT and administrative projects. This review evaluated and ranked projects based on their contributions toward operational support, safety, regulatory compliance and efficiency. The results of this study yielded \$2.7 million in savings of which \$0.7 million are project deferrals, \$1.3 million are project eliminations, and \$0.6 million reflect savings from PeopleSoft system initiatives to be implemented at a lower cost. In addition, there is \$1.1 million in estimated MTA Headquarter savings allocated to Metro-North. This amount needs to be finalized by the MTA.

Projects Deferred to 2011 include procurements of equipment to support shop and commissary operations and the development of several information systems for train scheduling and school commutation purposes.

Projects Eliminated include the transfer of Smart Card - related initiatives transferred to Capital Programs, as well as the NWP Yard Parking Lot, Drainage with Pump Station, Inspection Train Design and Pass Bureau System programs.

Continuing Projects with further savings include BSC PeopleSoft Interfaces and MTA HQ reductions that will be allocated to MN.

PEG Status: BRP Complete

PEG VALUE (\$ in millions):

	2009		2010		2011		2012		2013	
	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan: Jul-10	0.000	0	2.625	0	2.328	0	0.000	0	0.000	0

CRITICAL TASKS & MILESTONES:	Planned Date	Revised Date	Actual Date
Projects were removed from the 2010 Budget through the Mid-Year Forecast Update.	7/1/2010		7/1/2010

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	0.219	0.219	0.219	0.219	0.219	0.219	0.219	0.219	0.219	0.219	0.219	0.216	2.625
Actual/Proj.	0.219	0.219	0.219	0.219	0.219	0.219	0.219	0.219	0.219	0.219	0.219	0.216	2.625
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
4th Quarter 2010 BRP Monitoring Milestone Report

Tracking No. **MNR 10-12**
BRP

PEG Name: Budget Reduction Plan - Revenue Sales and Collection Initiative

PEG Description: A review of revenue collection processes was performed which encompassed both on-board collections and station ticket selling.
On-Board Revenue Collection:
 In the first quarter of 2010, a review of on-train staffing levels was conducted using results from the fall 2009 count program and Ticket Issuing Machines (TIMS) on-board ticket sales data. This information was then evaluated using the Crew Productivity model and other factors such as stopping patterns of individual trains, number of intermediate riders, and ticket types (commutation verses non commutation), to determine the optimal staffing level for each train. This review resulted in the elimination of 6 train service positions as revenue collection requirements were streamlined.

Station Ticket Selling:
 A review of ticket selling operations at stations was conducted taking into account sales volumes, conductor remittance locations, key transfer station points, and Amtrak contractual obligations. In addition, the State of Connecticut requested the closure of ticket offices at three Connecticut stations using the same criteria. It was determined from this review that TVM sales could replace ticket office sales at various locations which results in the elimination of 5 ticket selling positions through the closure of several stations, or the elimination of work shifts and extra list coverage. Station/ticket window closings include: Westport, New Canaan, Fairfield, Yonkers and reduction of Ticket Seller Extra List.

PEG Status: BRP Complete

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0.000	0	1.071	11	2.088	11	2.069	11	2.091	11

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
	Adjust crew book assignments to improve productivity	4/7/2010		4/7/2010
	Close ticket offices to reduce headcount	7/7/2010		7/7/2010

KEY INDICATORS (positions eliminated):

Revenue	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan				11									11
Actual/Proj.				11									11
Month Var.				0	-	-	-	-	-	-	-	-	0
YTD Var.				0									

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	0.089	0.089	0.105	0.130	0.130	0.130	0.130	0.130	0.138	1.071
Actual/Proj.	0.000	0.000	0.000	0.089	0.089	0.105	0.130	0.130	0.130	0.130	0.130	0.138	1.071
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: Yes

MTA Metro-North Rail Road

4th Quarter 2010 BRP Monitoring Milestone Report

Tracking No. MNR 10-13
BRP

PEG Name: Budget Plan Reduction - Operations Staffing Reduction Initiative

PEG Description: Metro-North performed a review of its operations to seek opportunities where staffing efficiencies could be gained without compromising safety, essential maintenance, and the least possible disruption to customer service. These efforts resulted in a reduction of 21 positions at a cost savings of \$1.1 million in 2010 and \$1.9 million annually thereafter that will defer certain projects/work efforts, increase productivity, extend cleaning cycles on trains and at stations, and increase response times to infrastructure repairs. Staffing reductions are related to right-of-way maintenance and repairs, material management, customer service in GCT, and rolling stock maintenance.

PEG Status: BRP Complete

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0.000	0	1.115	21	1.945	21	1.968	21	1.989	21

CRITICAL TASKS & MILESTONES:	Planned Date	Revised Date	Actual Date
Positions were reduced in the 2010 Budget through the Mid-Year Forecast Update.	7/1/2010		7/1/2010

KEY INDICATORS (positions eliminated):													
Revenue	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan						21							21
Actual/Proj.						21							21
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	0.160	0.160	0.160	0.160	0.160	0.160	0.155	1.115
Actual/Proj.	0.000	0.000	0.000	0.000	0.000	0.160	0.160	0.160	0.160	0.160	0.160	0.155	1.115
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

4th Quarter 2010 BRP Monitoring Milestone Report

Tracking No. MNR 10-15
BRP

PEG Name: Budget Reduction Plan - Grow Non-Fare Revenue

PEG Description: As part of Vision 2013 goals, growth in non-fare revenue as a means to fund operating costs and reduce subsidies has become a primary focus of Metro North. As a result the programs noted below are being pursued and result in \$1.0 million in additional revenues in 2010 and \$ 1.4 million annually thereafter.

PEG Status: BRP Complete

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0.000	0	1.020	0	1.425	0	1.434	0	1.545	0

CRITICAL TASKS & MILESTONES:	Planned Date	Revised Date	Actual Date
Increase net GCT Retail Revenues through reduction in Jones Lang LaSalle operating expenditures and the management fees paid to them by MN for GCT retail management (separate from Cyclical Project Review, Rapid Procurement Initiative).	1/1/2010		1/1/2010
Implement new system-wide Vending Operator Program with exclusive branding for Coca-Cola as the brand-exclusive beverage provider and M&M/MARS as the exclusive snack provider.	1/1/2010		1/1/2010
Increase commissary prices by 3% to reflect CPI price increases.	9/1/2010		9/1/2010
Increase current commissary cart sponsorship through a new boadened Sponsorship Program leveraging all commissary assets beyond the carts and offering "Product Sale" exclusivity components.	10/1/2010		10/1/2010
Increase parking fees by 9.6% to further close the price gap with local municipalities (requires Board approval).	11/1/2010		11/1/2010

KEY INDICATORS:													
Revenue	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan													0.000
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	0.078	0.078	0.078	0.078	0.078	0.078	0.078	0.078	0.081	0.085	0.117	0.113	1.020
Actual/Proj.	0.078	0.078	0.078	0.078	0.078	0.078	0.078	0.078	0.081	0.085	0.117	0.113	1.020
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

**Metropolitan Transportation Authority
2010 B&T AABB Monitoring Program
4th Quarter YTD 2010 Results**

AABB

Through December, B&T monitored five AABB programs that were projected to provide total expense savings of \$17.1 million in 2010. Savings results through December were on target with the projection.

MTA Bridges and Tunnels
2010 AABB Monitoring Milestone Report
4th Quarter 2010 (Actuals through December)

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):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Feb-10	0.000	-	0.519	-	1.037	-	1.037	-	1.037	-
Modified Plan:	Jul-10	0.000	-	0.897	-	1.390	-	1.390	-	1.390	-
Var: Original Plan vs. 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	0.087	0.090	0.090	0.088	0.080	0.075	0.070	0.065	0.065	0.065	0.065	0.058	0.897
Actual/Proj.	0.087	0.090	0.090	0.088	0.080	0.075	0.070	0.065	0.065	0.065	0.065	0.058	0.898
Month Var.	-	0.00	0.00	-	-	-	-	-	-	-	-	-	0.00
YTD Var.	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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

MTA Bridges and Tunnels
2010 AABB Monitoring Milestone Report
4th Quarter 2010 (Actuals through December)

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
Modified Plan:	Jul-10	0.000	-	1.080	14	1.222	14	1.222	14	1.222	14
Var: Original Plan vs. Modified Plan											

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)	(14)	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	-	-	0.101	0.109	0.109	0.109	0.109	0.109	0.109	0.109	0.109	0.109	1.080
Actual/Proj.	-	-	0.101	0.109	0.109	0.109	0.109	0.109	0.109	0.109	0.109	0.109	1.080
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

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

MTA Bridges and Tunnels
2009 AABB Monitoring Milestone Report
4th Quarter 2010 (Actuals through December)

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):

	Feb-09	2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:		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
4th Quarter 2010 (Actuals through December)

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	0.075	0.075	0.075	0.059	0.059	0.058	0.517
Month Var (Actual vs. Modified Plan)	0.060	-0.149	-0.125	0.024	0.024	0.024	0.032	0.032	0.032	0.016	0.016	0.015	0.000
YTD Var.	0.060	-0.089	-0.214	-0.190	-0.166	-0.143	-0.111	-0.079	-0.047	-0.031	-0.015	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
4th Quarter 2010 (Actuals through December)

Tracking No. B&T 2009-03

AABB Name: Reduction of 14 Non-Represented Administrative Employees

AABB Description: Reduction of budgeted administrative positions

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)														Total
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec			
Modified Plan - Jul 2010	14	14	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	14	14	14	14	14
Month Var (Actual vs. Modified Plan)	0	0	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	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
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 B&T BRP Monitoring Program
4th Quarter YTD 2010 Results**

BRP

Through December, B&T monitored seven BRP programs that were projected to provide total expense savings of \$38.6 million in 2010. Savings results through December were on target with the projection.

MTA Bridges and Tunnels
4th Quarter 2010 BRP Monitoring Milestone Report
4th Quarter 2010 (Actuals through December)

Tracking No. B&T 10-03 BRP

PEG Name: Project Elimination, Deferral or Savings

PEG Description: Out of all the projects funded through capitalized assets or the operating budget, a total of six projects were flagged for elimination (all capitalized asset projects) amounting to a reduction of \$0.9 million in 2010 and \$0.2 million in 2011. Thirteen projects have been marked for deferral from 2010 to 2011 (eleven capitalized asset and two operating budget projects) resulting in a total reduction of \$3.9 million in 2010 with a corresponding increase in 2011. Projects deferred until 2011 will have no impact on the safety and security of customers and employees. Projects eliminated were primarily in the technology area and will have no effect on day-to-day operations.
 As part of this effort, B&T also reviewed its vehicle procurement plan. B&T's fleet replacement cycles were reviewed by an outside consultant and were determined to be better than current industry benchmarks. However, B&T still re-evaluated the frequency of its fleet replacements and was able to determine that some of the vehicles' useful lives can be extended with minimal impact to facility operations. Therefore, a total of 28 vehicles planned for replacement in 2010 will be replaced in 2011 instead, saving approximately \$1.6 million this year.

PEG Status: _____

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0.000	-	6.416	-	-5.290	-	0.000	-	0.000	-
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Project and program eliminations and deferrals ongoing throughout the year.	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	0.299	0.464	0.475	0.575	0.575	0.575	0.575	0.575	0.575	0.575	0.575	0.578	6.416
Actual/Proj.	0.299	0.464	0.475	0.575	0.575	0.575	0.575	0.575	0.575	0.575	0.575	0.578	6.416
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

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

MTA Bridges and Tunnels
4th Quarter 2010 BRP Monitoring Milestone Report
4th Quarter 2010 (Actuals through December)

Tracking No. B&T 10-04 BRP

PEG Name: E-ZPass Initiatives

PEG Description: The E-ZPass Initiatives include the budget reduction for the E-ZPass Customer Service Center by \$1.7 million per year based on savings generated from a new contract that began in 2009. In addition, beginning in the second half of 2010 and continuing throughout the plan period, B&T will replace E-ZPass tags that are approaching the end of their service lives. This program will ensure that tags are replaced before the tag components expire, greatly decreasing the possibility that customers will experience tag performance problems. In anticipation of this effort, B&T negotiated a contract option with its E-ZPass tag vendor that includes a 21% discount off the regular tag price for the remainder of the contract period for all tag purchases associated with the tag swap, saving B&T approximately \$1.5 million in 2010 and \$5.5 million in 2011.

PEG Status: _____

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0.000	-	3.234	-	7.248	-	1.700	-	1.700	-
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Customer Service Center savings ongoing throughout the year.	Jan-10		Jan-10
2	First delivery of E-ZPass tags associated with the tag swap program	Feb-10		Feb-10
3	First month E-ZPass replacement tags are mailed out.	Aug-10		Aug-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	0.142	0.281	0.281	0.281	0.281	0.281	0.281	0.281	0.281	0.281	0.281	0.282	3.234
Actual/Proj.	0.142	0.281	0.281	0.281	0.281	0.281	0.281	0.281	0.281	0.281	0.281	0.282	3.234
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Quarterly
 Yes

MTA Bridges and Tunnels
4th Quarter 2010 BRP Monitoring Milestone Report
4th Quarter 2010 (Actuals through December)

Tracking No. B&T 10-05 BRP

PEG Name: Major Maintenance/Capitalized Asset Reduction

PEG Description: B&T undertook a Best Value Review of it's 2010-2014 Capital Program, major maintenance and capitalized asset projects were reviewed to determine if certain work could be combined with planned capital projects. The ongoing review has thus far identified several projects that can be incorporated into the capital program (6 major maintenance projects and 2 capitalized asset projects). This will reduce expenditures by a total of \$7.4 million in 2011 (\$3.2 million in major maintenance and \$4.1 million in capitalized assets).

PEG Status: _____

PEG VALUE (\$ in millions):

	Jul-10	2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:		0.000	-	0.000	-	7.350	-	0.000	-	0.000	-
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													-
Actual/Proj.													-
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

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

MTA Bridges and Tunnels
4th Quarter 2010 BRP Monitoring Milestone Report
4th Quarter 2010 (Actuals through December)

Tracking No. B&T 10-06 BRP

PEG Name: Organizational Assessment (Labor/Non-Labor)

PEG Description: B&T undertook a comprehensive organizational assessment to identify cost saving opportunities in both administrative and operational areas. Through this effort, the organization was significantly re-designed; non-value added and duplicative functions were eliminated; the number of organizational layers were reduced; and spans of controls were increased. Total cost savings amounted to \$4.222 in labor expenses and \$1.467 in non-labor expenses.

PEG Status: _____

PEG VALUE (\$ in millions):

	Jul-10	2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:		0.000	-	5.689	88	9.021	88	9.021	88	9.021	88
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Labor savings realized throughout the year.	Jan-10		Jan-10
2	Outside janitorial and landscaping services brought in house starting in July.	Jul-10		Jul-10

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	0.205	0.185	0.205	0.198	0.382	0.410	0.678	0.691	0.677	0.691	0.677	0.690	5.689
Actual/Proj.	0.205	0.185	0.205	0.198	0.382	0.410	0.678	0.691	0.677	0.691	0.677	0.690	5.689
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

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

MTA Bridges and Tunnels
4th Quarter 2010 BRP Monitoring Milestone Report
4th Quarter 2010 (Actuals through December)

Tracking No. B&T 10-07 BRP

PEG Name: 2010 Overtime Reductions

PEG Description: Through a comprehensive organizational assessment, B&T was able to consolidate functions, improve management controls and realign schedules to allow for more efficient utilization of the workforce, helping to reduce overtime and related costs. The reductions are primarily the result of the centralization of maintenance functions, instituting tighter controls on overtime, and elimination of some weekend and night supervisory overtime.

PEG Status: _____

PEG VALUE (\$ in millions):

	Jul-10	2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:		0.000	-	4.242	-	4.852	-	5.387	-	5.387	-
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Overtime savings realized throughout the year.			

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	0.300	0.270	0.411	0.196	0.317	0.312	0.345	0.454	0.423	0.407	0.400	0.407	4.242
Actual/Proj.	0.300	0.270	0.411	0.196	0.317	0.312	0.345	0.454	0.423	0.407	0.400	0.407	4.242
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

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

MTA Bridges and Tunnels
4th Quarter 2010 BRP Monitoring Milestone Report
4th Quarter 2010 (Actuals through December)

Tracking No. B&T 10-08 BRP

PEG Name: Other Initiatives

PEG Description: These initiatives include one-time expense reductions for planning studies (\$0.7 million) based on capitalizing some expenses related to the study of All-Electronic Toll Collection, health and welfare expenses for the Empire Plan (\$1.0 million) and rapid procurement (\$0.045 million in 2010 and \$0.034 million in 2011).

PEG Status: _____

PEG VALUE (\$ in millions):

	Jul-10	2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:		0.000	-	1.710	-	0.034	-	0.000	-	0.000	-
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Savings realized through the year.			

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	0.143	0.143	0.143	0.143	0.143	0.143	0.143	0.143	0.143	0.143	0.140	0.140	1.710
Actual/Proj.	0.143	0.143	0.143	0.143	0.143	0.143	0.143	0.143	0.143	0.143	0.140	0.140	1.710
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

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

MTA Bridges and Tunnels
4th Quarter 2010 BRP Monitoring Milestone Report
4th Quarter 2010 (Actuals through December)

Tracking No. B&T 10-09 BRP

PEG Name: Bridge Painting

PEG Description: B&T embarked on a large scale painting program in 1995 and has traditionally funded painting needs under the Operating Budget. The overall strategy for the Painting program is to minimize coating deterioration, which provides corrosion protection to maintain the structural integrity of all B&T facilities. Like standard capital work, paint conditions are monitored and needs are prioritized based on Biennial Inspection ratings. Painting work falls into two categories: 1) Removal of lead based paint or old coating and replacement with new high performance coating; and 2) Maintenance of the new coatings that keeps existing coatings in place. A significant portion of the current Painting program falls under the first category and is considered capital eligible based on useful life (greater than 7 years) and cost (greater than \$50,000) criteria. As a result, B&T has determined that all capital eligible painting work can be transferred to the capital program.

PEG Status: _____

PEG VALUE (\$ in millions):

	Jul-10	2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:		0.000	-	17.266	-	33.039	-	41.393	-	38.940	-
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Savings ongoing starting in July.	Jul-10		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	Total
Plan							2.878	2.878	2.878	2.878	2.878	2.876	17.266
Actual/Proj.							2.878	2.878	2.878	2.878	2.878	2.876	17.266
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

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

**Metropolitan Transportation Authority
2010 MTAHQ PEG/AABB Monitoring Program
4th 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 4th Quarter, reimbursements of \$6.194 million have been received, which is above the planned scheduled amount of \$4.277 million. Higher-than-projected reimbursements are due to the receipt of the remaining 2009 PEG reimbursement in 2010.

AABB

In January 2010, a payment of \$2.0 million was made to support the CBT program with the remaining \$2.1 million budgeted in July. The original AABB rescinded the CBT rebate entirely, and was expected to result in a \$2.1 million in savings for 2010. As per the July 2010 Financial Plan, the CBT program was revised to provide a modest amount of relief for the Rockaway residents. The actual year end savings for 2010 was \$1.45 million, which is on target with the year end projection stated in the modified AABB.

In accordance with the modified plan, a \$0.4 million payment was made to B&T in May 2010 and an additional \$0.25 million payment was made in August 2010. The modified plan rebates crossing charges after the first two transactions using the same E-ZPass tag on the same day. Since the majority of residents take fewer than three trips per day, this change had little impact on the estimated savings, and it was, therefore, considered a reasonable compromise to public criticism over eliminating the rebate entirely.

The modified AABB program as reflected in the July Plan reduces the original 2010 year-end savings of \$2.1 million by the \$0.4 million realized in May and the \$0.25 million realized in August 2010. Annual savings for 2010 was projected to be \$1.45 million. Savings for 2011 and beyond are projected to be \$3.5 million annually.

The 4th Quarter results show that projected year end 2010 savings of \$1.45 million have been fully realized, as set forth in the modified July 2010 AABB Plan.

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: Over in projected reimbursement through September 2010 due to remaining amount of 2009 reimbursement received in 2010. It is anticipated the remainder of 2010 will be received by 2nd Quarter of 2011.

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	0.467	-	0.447	1.355	-	0.151	0.580	6.194
Month Var.	0.244	(0.356)	0.529	0.061	0.935	0.111	(0.356)	0.091	0.999	(0.356)	(0.205)	0.224	1.917
YTD Var.	0.244	(0.113)	0.416	0.477	1.412	1.522	1.166	1.257	2.255	1.899	1.693	1.917	

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 CBT program with the remaining \$2.1 million budgeted in July. Under the anticipated fare and toll increase plan, the elimination of this program was originally projected to result in \$2.1 million in savings for 2010. As per the July 2010 Financial Plan, the CBT program was revised to provide a modest amount of relief for the Rockaway residents. The revised projected year end savings for 2010 is now \$1.45 million, which is on target with the modified AABB. Savings for 2011 and beyond are projected to be \$3.5 million annually. 4th Quarter results show that savings of \$1.45 million have been fully realized in 2010.

AABB Status: AABB is on target as revised in the July 2010 Plan.

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:	Jul-10			1.45		3.50		3.50		3.50	

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	-	-	-	-	-	-	1.450	-	-	-	-	-	1.450
Actual/Proj.	-	-	-	-	-	-	1.700	(0.250)	-	-	-	-	1.450
Month Var.	-	-	-	-	-	-	0.250	(0.250)	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	0.250	-	-	-	-	-	-

Frequency of Update to Actuals:

Quarterly

AABB Has Been Fully Implemented:

No

**Metropolitan Transportation Authority
MTAHQ BRP Monitoring Program
4th Quarter 2010 Results**

In 2010, there were 6 BRP's monitored for a savings of \$21.693 million.

The following 5 BRP's have met the target for a 95% savings of \$20.497million:

- MTAHQ 10-06 BRP Outside Financial and Audit Services – Various departments Professional Service budgets was reduced in Commitment Control by 1.098 making the funds available for use.
- MTAHQ 10-05 BRP Reduce Real Estate Operating Costs - Professional services was reduced by 1.233, Office Furniture by .048 and supplies by .010. The total Commitment Control budget reduction for Real Estate was 1.291. Reducing these Commitment Control budgets made the funds no longer available for use.
- MTAHQ 10-03 BRP - Cyclical Project Review – Project Deferral & Elimination/Rapid Proc. - The Commitment Control budget was reduced by 15,460 for MTA Projects making the funds no longer available for use.
- MTAHQ 10-07 BRP IESS Maintenance - Maintenance and Repairs was reduced in Commitment Control by 1.068. This made the funds no longer available for use.
- MTAHQ 10-08 BRP Lobbying, Marketing and Advertising – Commitment Control budget was reduced by 1.580 in various departments. This made the funds no longer available for use.

MTAHQ 10-04 BRP Health & Welfare – Lower Fringe Rates for a savings of 1.186 – Target was not met because the actuals for Medical Insurance and Dental costs were higher than expected.

MTA Headquarters

2010 BRP Monitoring Milestone Report

Tracking No. MTAHQ 10-03 BRP

PEG Name: Cyclical Project Review - Project Deferral & Elimination/Rapid Proc.

PEG Description: Elimination and deferral of operating capital projects totaling \$15.460 million, including rapid procurement, result from savings identified by the consulting firm Accenture and comprise the largest portion of the Budget Reduction Program.

PEG Status: Upon approval of PEGs, entire annual amount was removed from Project Costing to ensure spending does not take place. On a monthly basis, PEG is on target for full implementaion by year end.

PEG VALUE (\$ in millions):

	Jul-10	2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:		0	0	15.460	0	0.234	0	0.234	0	0.234	0
Modified Plan:											

CRITICAL TASKS & MILESTONES:			Planned Date	Revised Date	Actual Date	
1	The July Financial Plan reflects the cost savings.					3/19/2010
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	\$0.000	\$0.000	\$0.770	\$1.626	\$1.626	\$1.626	\$1.626	\$1.626	\$1.626	\$1.626	\$1.626	\$1.686	\$15.460
Actual/Proj.	\$0.000	\$0.000	\$0.770	\$1.626	\$1.626	\$1.626	\$1.626	\$1.626	\$1.626	\$1.626	\$1.626	\$2.386	\$16.160
Month Var.	-	-	-	-	-	-	-	-	-	-	-	0.700	0.700
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	0.700	0.700

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

MTA Headquarters
2010 BRP Monitoring Milestone Report

Tracking No. MTAHQ 10-04 BRP

PEG Name: Health & Welfare - Lower Rates

PEG Description: To reduce Health & Welfare due to change in Fringe Rates.

PEG Status: Upon approval of PEGs, entire annual amount was reflected in the July 2010 Financial Plan. Subsequently, modified Health and Welfare Rates used in the November 2010 reduced the savings

PEG VALUE (\$ in millions):

	Jul-10	2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:		0	0	1.186	0	0.000	0	0.000	0	0.000	0
Modified Plan:											

CRITICAL TASKS & MILESTONES:			Planned Date	Revised Date	Actual Date	
1	The July Financial Plan reflects the cost savings.					3/19/2010
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			0.0593	0.1252	0.1252	0.1252	0.1252	0.1252	0.1252	0.1252	0.1252	0.1252	1.1860
Actual/Proj.													-
Month Var.	-	-	(0.0593)	(0.1252)	(0.1252)	(0.1252)	(0.1252)	(0.1252)	(0.1252)	(0.1252)	(0.1252)	(0.1252)	(1.1860)
YTD Var.	-	-	(0.0593)	(0.1845)	(0.3097)	(0.4349)	(0.5601)	(0.6852)	(0.8104)	(0.9356)	(1.0608)	(1.1860)	

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

MTA Headquarters

2010 BRP Monitoring Milestone Report

Tracking No. MTAHQ 10-05 BRP

PEG Name: Reduce Real Estate Operating Costs

PEG Description: MTA Outside Legal Services reduction due to Real Estate using MTA Legal Department. Reduction in Professional Services due to numerous Agency Projects being held or reduced. Purchase of Office Furniture, Computer Equip - Software/Hardware, and Office Supplies for the MTA Real Estate Department reduced due to budget cuts.

PEG Status: Upon approval of PEGs, entire annual amount was removed from Commitment Control to ensure spending does not take place. On a monthly basis, PEG is on target for full implementaion by year end.

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0	0	1.291	0	1.307	0	1.334	0	1.362	0
Modified Plan:											

CRITICAL TASKS & MILESTONES:			Planned Date	Revised Date	Actual Date	
1	The July Financial Plan reflects the cost savings.					3/19/2010
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	0.000	0.000	0.069	0.145	0.145	0.145	0.137	0.130	0.130	0.130	0.130	0.130	1.291
Actual/Proj.	0.000	0.000	0.069	0.145	0.145	0.145	0.137	0.130	0.130	0.130	0.130	0.130	1.291
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

Frequency of Update to Actuals: Quarterly
 BRP Has Been Fully Implemented: yes

MTA Headquarters
2010 BRP Monitoring Milestone Report

Tracking No. MTAHQ 10-06 BRP

PEG Name: Outside Financial and Audit Services

PEG Description: Reduce the use of outside consultant services and limit the use of Winston staff for "on board train observations".

PEG Status: Upon approval of PEGs, entire annual amount was removed from Commitment Control to ensure spending does not take place. On a monthly basis, PEG is on target for full implementaion by year end.

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0	0	1.098	0	0.911	0	0.930	0	0.950	0
Modified Plan:											

CRITICAL TASKS & MILESTONES:			Planned Date	Revised Date	Actual Date	
1	The July Financial Plan reflects the cost savings.					3/19/2010
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			0.056	0.116	0.116	0.116	0.116	0.116	0.116	0.116	0.116	0.116	1.098
Actual/Proj.			0.056	0.116	0.116	0.116	0.116	0.116	0.116	0.116	0.116	0.116	1.098
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

Frequency of Update to Actuals: Quarterly
 BRP Has Been Fully Implemented: yes

MTA Headquarters
2010 BRP Monitoring Milestone Report

Tracking No. MTAHQ 10-07 BRP

PEG Name: IESS Maintenance

PEG Description: IESS All Agency Maintenance and Repairs Reductions due to delayed opening.

PEG Status: Upon approval of PEGs, entire annual amount was removed from Commitment Control to ensure spending does not take place. On a monthly basis, PEG is on target for full implementaion by year end.

PEG VALUE (\$ in millions):

	Jul-10	2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:		0	0	1.068	0	0.000	0	0.000	0	0.000	0
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	The July Financial Plan reflects the cost savings.			3/19/2010
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				0.830	0.238								1.068
Actual/Proj.				0.830	0.238								1.068
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

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

MTA Headquarters
2010 BRP Monitoring Milestone Report

Tracking No. MTAHQ 10-08 BRP

PEG Name: Lobbying, Marketing and Advertising

PEG Description: Reduce Professional Services for Marketing, Lobbying and Corporate wide activities and expenses.

PEG Status: Upon approval of PEGs, entire annual amount was removed from Commitment Control to ensure spending does not take place. On a monthly basis, PEG is on target for full implementaion by year end.

PEG VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0	0	1.580	0	0.100	0	0.102	0	0.104	0
Modified Plan:											

CRITICAL TASKS & MILESTONES:			Planned Date	Revised Date	Actual Date	
1	The July Financial Plan reflects the cost savings.					3/19/2010
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			0.077	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	1.580
Actual/Proj.			0.077	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	1.580
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

Frequency of Update to Actuals: Quarterly
 BRP Has Been Fully Implemented: yes

**Metropolitan Transportation Authority
2010 LI BUS PEG/AABB Monitoring program
4th Quarter and Total Year 2010 Results**

In 2010, two service related AABB items are being monitored with half-year savings of \$1.760 million.

The first PEG is for \$0.860 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.

Results through the 4th quarter show that 1.56 million or 89 percent of the planned savings have been achieved. This was due to the discontinuation of non-ADA trips by LI Bus-Able Ride on April 1. Litigation to stop this action delayed the implementation until May 27.

MTA Long Island Bus
2010 AABB Monitoring Milestone Report
4th Quarter (Actuals thru December)

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: This PEG has been fully implemented.

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:	Jul-10			0.860	20	1.720	20	1.720	20	1.720	20

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		June

KEY INDICATORS: (Positions Eliminated)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan							20						20
Actual/Proj.							20						20
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

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	0.860
Actual/Proj.							0.143	0.143	0.143	0.143	0.143	0.143	0.860
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

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

**MTA Long Island Bus
2010 AABB Monitoring Milestone Report
4th Quarter (Actuals thru December)**

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: This PEG has been fully achieved through 4th quarter.

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	May*	May*
4	Implement approved service changes	June	June	June

* The approved service changes were to begin in April but were delayed due to litigations in Federal Court. This action began on May 27.

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	0.100	0.700
Month Var.	-	-	-	(0.100)	(0.100)	-	-	-	-	-	-	-	(0.200)
YTD Var.	-	-	-	(0.100)	(0.200)	(0.200)	(0.200)	(0.200)	(0.200)	(0.200)	(0.200)	(0.200)	(0.200)

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

**MTA Long Island Bus
2010 BRP Monitoring Milestone Report
4th Quarter (Actuals thru December)**

Tracking No. LIB 10-03 BRP

AABB Name: Shop Overhaul Program/Overtime Reduction Initiative

AABB Description: In 2009 Long Island Bus began the implementation of a scheduled Shop Overhaul Program. This modification phases in the implementation of the Shop Program over the 2010/2011 period. It reduces the scope of work to only critical items such as engine, structure, and key component replacements.

AABB Status: This PEG has been fully achieved.

AABB VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0.000	-	1.069	(5)	0.000	(5)	0.000	(5)	0.000	(5)
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Reduction in scopes on overhaul program	January		January

KEY INDICATORS: (Positions Eliminated)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan	(5)												(5)
Actual/Proj.	(5)												(5)
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

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	0.089	0.089	0.089	0.089	0.089	0.089	0.089	0.090	1.069
Actual/Proj.	0.089	0.089	0.089	0.089	0.089	0.089	0.089	0.089	0.089	0.089	0.089	0.090	1.069
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: Yes

**Metropolitan Transportation Authority
2010 MTABC PEG/AABB Monitoring program
4th Quarter and Total Year 2010 Results**

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

The first PEG represents a saving of \$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 implemented these PEGs in July 2010.

Results through the 4th quarter show that \$1.36 million or 100 percent of the planned savings have been achieved.

MTA Bus Company
2010 AABB Monitoring Milestone Report
4th Quarter (Actuals thru December)

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: The implementation of this PEG has been fully achieved.

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		June

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							0.126	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: Yes

MTA Bus Company
2010 AABB Monitoring Milestone Report
4th Quarter (Actuals thru December)

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: Route schedules have been adjusted in the July Plan. This PEG has been fully implemented.

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		June

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: Yes

MTA Bus Company
2010 BRP Monitoring Milestone Report
4th Quarter (Actuals thru December)

Tracking No. MTA Bus 10-03 BRP

BRP Name: Project Deferrals/IT

BRP Description: As a result of the Cyclical Project and Rapid Procurement Review analysis, IT economies are available. This program includes the completion of the UTS rollout, the implementation of Kronos and the Trak maintenance system.

BRP Status: This PEG has been fully achieved.

BRP VALUE (\$ in millions):

	Jul-10	2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:		0.000	-	0.171	-	1.779	7	1.779	7	1.779	7
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	IT economies have been identified	July		July
2	UTS rollout delayed 6 month	Jan '11		

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							\$ 0.029	\$ 0.029	\$ 0.029	\$ 0.029	\$ 0.029	\$ 0.028	0.171
Actual/Proj.							0.029	0.029	0.029	0.029	0.029	0.028	0.171
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

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

MTA Bus Company
2010 BRP Monitoring Milestone Report
4th Quarter (Actuals thru December)

Tracking No. MTA Bus 10-04 BRP

BRP Name: Defer Staffing

BRP Description: Pending Labor negotiations for a Facility Maintainer Title, MTA Bus has held off filing supervisory and facility maintainers positions. The requirements have also been delayed pending the delivery/completion of various facility/equipment capital and operating improvements. This program delays filing these positions until 2011.

BRP Status: This PEG has been fully implemented.

BRP VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0.000	-	2.973	32	0.000	-	0.000	-	0.000	-
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Staffing delays identified	July		July

KEY INDICATORS: (Positions Eliminated)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan							32						32
Actual/Proj.							32						32
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan							0.496	0.496	0.496	0.496	0.496	0.496	2.973
Actual/Proj.							0.496	0.496	0.496	0.496	0.496	0.496	2.973
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Quarterly
 Yes

MTA Bus Company
2010 BRP Monitoring Milestone Report
4th Quarter (Actuals thru December)

Tracking No. MTA Bus 10-05 BRP

BRP Name: Shop Overhaul Program

BRP Description: In 2009 the MTA Bus Company began the implementation of a scheduled Shop Overhaul Program in a centralized facility utilizing the NYC Transit Department of Buses' East New York Shop. This modification phases in the the implementation of the Shop Program over the 2010/2011 period. It reduces the scope of work to only critical items such as engine, structure, and key component replacements. It is also heavily dependent on the approval of the 2010-2014 Capital Program and the replacement of the 1999 Orion CNG Fleet in 2011.

BRP Status: PEG has been fully implemented.

BRP VALUE (\$ in millions):

		2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:	Jul-10	0.000	-	5.931	25	0.000	(7)	0.000	(7)	0.000	(7)
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Critical items for scope of work have been identified.	July		July

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							0.989	0.989	0.989	0.989	0.988	0.988	5.931
Actual/Proj.							0.989	0.989	0.989	0.989	0.988	0.988	5.931
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

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

MTA Bus Company
2010 BRP Monitoring Milestone Report
4th Quarter (Actuals thru December)

Tracking No. MTA Bus 10-06 BRP

BRP Name: Traffic Checking & Passenger Environment Surveys

BRP Description: The MTA Bus Company has a Memorandum of Understanding (MOU) with NYC Transit to provide Traffic Checking Services to support schedule development and guideline revisions. The use/need for these services has declined as MTA Bus Operations have matured. This will provide a permanent reduction to funding needs. Starting in 2011, a portion of these savings will be reinvested to produce Passenger Environment Surveys, as well as On-Time Performance and Wait Assessment reviews and statistics--just as is done in NYCT.

BRP Status: This PEG has been fully achieved.

BRP VALUE (\$ in millions):

	Jul-10	2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:		0.000	-	1.900	-	1.000	-	1.000	-	1.000	-
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Traffic Checking Services have declined and have been identified.	July		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							0.317	0.317	0.317	0.317	0.317	0.317	1.900
Actual/Proj.							0.317	0.317	0.317	0.317	0.317	0.317	1.900
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

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

MTA Bus Company
2010 BRP Monitoring Milestone Report
4th Quarter (Actuals thru December)

Tracking No. MTA Bus 10-07 BRP

BRP Name: Hastus Implementation

BRP Description: Currently MTA Bus uses legacy and proprietary systems and consultants to develop schedules. This initiative will implement the Hastus system (currently in place in NYCT) in MTA Bus. While this initiative will require an additional seven positions, the estimated costs for implementation are far below those included in the adopted budget. Further, beginning in 2013, a 2% reduction in bus operator pay hours and mileage will provide an attractive return on investment.

BRP Status: _____

BRP VALUE (\$ in millions):

	Jul-10	2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:		0.000	-	2.561	(7)	(0.788)	(7)	(0.788)	(7)	3.095	(7)
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Implementation of Hastus system			

KEY INDICATORS:													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan							(7)						(7)
Actual/Proj.							(7)						(7)
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

MONTHLY CASH SAVINGS (\$ in millions)													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Plan							0.427	0.427	0.427	0.427	0.427	0.427	2.561
Actual/Proj.							0.427	0.427	0.427	0.427	0.427	0.427	2.561
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

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

MTA Bus Company
2010 BRP Monitoring Milestone Report
4th Quarter (Actuals thru December)

Tracking No. MTA Bus 10-08 BRP

BRP Name: Material and Contracts

BRP Description: The MTA Bus budget includes materials and supplies, maintenance and other operating contracts, professional service contracts, and other business expenses, as well as fuel. A review was conducted in an effort to identify items that could be avoided either on a one-time basis in 2010 or on a more permanent basis. These include eliminating use of bio-diesel fuel given the executive order has been rescinded, reduced DPF contractual cleaning costs, deferred claims expenses, office supplies, and consulting services.

BRP Status: _____

BRP VALUE (\$ in millions):

	Jul-10	2009		2010		2011		2012		2013	
		\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.	\$	Pos.
Original Plan:		0.000	-	3.293	-	0.587	-	0.587	-	0.587	-
Modified Plan:											

CRITICAL TASKS & MILESTONES:		Planned Date	Revised Date	Actual Date
1	Reductions in material and contracts identified.	July		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							0.549	0.549	0.549	0.549	0.549	0.549	3.293
Actual/Proj.							0.549	0.549	0.549	0.549	0.549	0.549	3.293
Month Var.	-	-	-	-	-	-	-	-	-	-	-	-	-
YTD Var.	-	-	-	-	-	-	-	-	-	-	-	-	-

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