



Metropolitan Transportation Authority

Annual Report 2009

Pursuant to Public Authorities Law Section 2800 (1)(a)(1), (6), and (13)

Annual Report – 2009

MTA Operations

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Section 1 – Operations

Performance

In 2009 the Metropolitan Transportation Authority introduced Performance Dashboards that allow the public to track MTA performance on a monthly basis. The Dashboards track key indicators of MTA New York City Transit subways, buses, and paratransit services; MTA Long Island Rail Road; MTA Metro-North Railroad; MTA Bus; MTA Long Island Bus and its paratransit service; and MTA Bridges and Tunnels. Performance in all categories is measured monthly and compared to published goals. For information about the indicators, see glossary below. All data is through December 2009.

Performance Key			
New York City Transit			
■ At or above target ■ Below target by less than 5% ■ Below target by 5% or more			
Performance Indicator	Year-to-Date Target	Year-to-Date Actual	Change From Target
Service Indicators			
On-Time Performance (Absolute) - Subways	75.8%	75.8%	0.00%
Wait Assessment - Subways	87.0%	89.0%	2.00%
Elevator Availability - Subways	97.5%	96.8%	-0.70%
Escalator Availability - Subways	96.0%	93.1%	-2.90%
Total Ridership - Subways	1,584,832,000	1,579,866,600	-0.31%
Mean Distance Between Failures - Subways	145,000	153,201	5.66%
Mean Distance Between Failures - Staten Island Railway	180,000	129,824	-27.88%
On-Time Performance - Staten Island Railway	96.5%	95.6%	-0.90%
% of Completed Trips - NYCT Bus	99.40%	99.11%	-0.29%
Total Paratransit Ridership - NYCT Bus	N/A	8,490,247	–
Bus Passenger Wheelchair Lift Usage - NYCT Bus	N/A	1,258,662	–
Total Ridership - NYCT Bus	722,110,000	726,471,593	0.60%
Mean Distance Between Failures - NYCT Bus	3,957	3,921	-0.91%
Safety Indicators			
Customer Injury Rate - Subways	3.07	3.30	7.49%
Customer Accident Injury Rate - NYCT Bus	1.01	1.09	7.92%
Collisions with Injury Rate - NYCT Bus	5.76	6.09	5.73%
Employee Lost-Time and Restricted-Duty Rate	2.26	2.89	27.88%

Operations

Performance Key			
■ At or above target ■ Below target by less than 5% ■ Below target by 5% or more			
Long Island Rail Road			
Performance Indicator	Year-to-Date Target	Year-to-Date Actual	Change From Target
Service Indicators			
On-Time Performance	95.0%	95.2%	0.20%
Elevator Availability	95.0%	97.2%	2.20%
Escalator Availability	95.0%	93.9%	-1.10%
Total Ridership	85,314,822	82,954,640	-2.77%
Mean Distance Between Failures	105,000	145,703	38.76%
Safety Indicators			
Customer Injury Rate	5.43	5.81	7.00%
Employee Lost-Time and Restricted-Duty Rate	1.95	2.30	17.95%

Performance Key			
■ At or above target ■ Below target by less than 5% ■ Below target by 5% or more			
Metro-North Railroad			
Performance Indicator	Year-to-Date Target	Year-to-Date Actual	Change From Target
Service Indicators			
On-Time Performance (East of Hudson)	97.6%	97.8%	0.20%
On-Time Performance (West of Hudson)	96.2%	96.0%	-0.20%
Elevator Availability	N/A	99.2%	-
Escalator Availability	N/A	96.5%	-
Total Ridership	85,733,300	79,899,147	-6.81%
Mean Distance Between Failures	105,000	116,066	10.54%
Safety Indicators			
Customer Injury Rate	3.20	2.77	-13.44%
Employee Lost-Time and Restricted-Duty Rate	1.90	2.13	12.11%

Operations

<u>Performance Key</u>			
■ At or above target ■ Below target by less than 5% ■ Below target by 5% or more			
Performance Indicator	Year-to-Date Target	Year-to-Date Actual	Change From Target
MTA Bus			
Service Indicators			
% of Completed Trips	99.40%	98.91%	-0.49%
Bus Passenger Wheelchair Lift Usage	N/A	44,303	–
Total Ridership	118,664,000	119,988,149	1.12%
Mean Distance Between Failures	4,300	3,372	-21.58%
Safety Indicators			
Customer Accident Injury Rate	1.39	1.33	-4.32%
Collisions with Injury Rate	5.38	4.38	-18.59%
Employee Lost-Time Rate	6.00	10.52	75.33%

<u>Performance Key</u>			
■ At or above target ■ Below target by less than 5% ■ Below target by 5% or more			
Performance Indicator	Year-to-Date Target	Year-to-Date Actual	Change From Target
Long Island Bus			
Service Indicators			
% of Completed Trips	99.40%	99.55%	0.15%
Total Paratransit Ridership	N/A	394,917	–
Bus Passenger Wheelchair Lift Usage	N/A	3,182	–
Total Ridership	32,565,271	30,787,662	-5.46%
Mean Distance Between Failures	2,103	2,605	23.87%
Safety Indicators			
Customer Accident Injury Rate	1.25	1.10	-12.00%
Collisions with Injury Rate	5.54	2.35	-57.58%
Employee Lost-Time Rate	2.40	3.54	47.50%

Operations

<u>Performance Key</u>			
Bridges and Tunnels		<ul style="list-style-type: none"> ■ At or above target ■ Below target by less than 5% ■ Below target by 5% or more 	
		Performance Indicator	Year-to-Date Target
Service Indicators			
Total Traffic	287,347,001	291,247,168	1.36%
Safety Indicators			
Collisions with Injury Rate	.90	.96	0.67%
Employee Lost-Time Rate	2.80	2.60	-7.14%

Section 2 – Accomplishments

Customer Service Initiatives

New York City Transit – Subways

- Developed interactive web-based map of New York City with subway map overlay enables customers to pan to any location in NYC, control the zoom level, look up street addresses, find accessible subway stations, and locate landmarks and tourist destinations by selecting from a predefined list, locate subway stations by route and station name, personalize the map by adding custom pushpins, get step-by-step transit directions, display the transit directions graphically on the map, print selected view of the map, create a user account to save map setting, and email specific map views.
- Created subscription service page on the MTA website, enabling customers to subscribe to online information services including email advisories, RSS feeds, and podcasts.
- Created train locator console that presents real-time display of all train locations along the L Canarsie subway line to customers in the station.
- Implemented web-based lost & found to help customers retrieve personal items lost on the transit system. Customers enter descriptive information about lost items, which the system matches against the database of items in Department of Subways' Lost Property Office.
- Enhanced subway service to improve service reliability by piloting operational changes to the 1, 6, 7 lines that were incorporated in permanent subway schedules:
 - Selected 1 trains turn at 137 Street to generate a train to fill unscheduled gaps in service.

Accomplishments

- All midday 7 trains operate as locals to preserve service regularity while allowing for a consolidated maintenance program necessary to protect service at all times.
- Adjust late morning shoulder 6 express service to reduce delays to northbound 6 trains.
- Timetables updated for several other lines to improve reliability with increased levels of maintenance and capital repair work on the tracks. These changes in running times allow for greater schedule adherence.
- Improved Mets-Willets Point Station: Coordinated by MTA Planning in collaboration with Citifield Stadium, New York City's Department of Parks and Recreation, New York City Transit, and the Long Island Rail Road, responding to major planned developments in the Corona and Flushing communities. Provided ADA access to the Queens-bound platform by modifying existing ramps and constructing a new accessible ramp. Ingress and egress capacity was improved, especially during the baseball and U.S. Open tennis seasons, by also constructing new stairs and rehabilitating the multi-modal transfer area.

Bus Operations – NYC Transit, MTA Bus, LI Bus

- Extended pilot of customer information systems to provide real-time bus arrival data at bus stops on the M16 and M34 routes, and internet-based arrival times and text-messaging services were tested internally.
- Equipped over 75 percent of the NYCT Access-A-Ride fleet with GPS devices that will ultimately support an Interactive Voice Response system and an advance notification system to advise customers when their vehicle is due to arrive. This will improve service efficiency through more timely customer boarding of the vehicles upon arrival.
- New York City Transit
 - Bronx – operated Bx12 local buses to Orchard Beach instead of Bx12 Select Bus Service; began Bx36 Limited Stop service.

Accomplishments

- Brooklyn – Split B61 into two routes: B61 from Downtown Brooklyn to Red Hook and B62 from Downtown Brooklyn to Long Island City
- Manhattan – Rerouted M34; rerouted bus routes to accommodate the closure of sections of Broadway in Times Square and in Herald Square as part of the New York City Department of Transportation’s “Greenlight for Midtown” project: M6 (SB), M7 (SB), M10 (SB), M20 (SB), M27 (WB), M104 (SB).
- Queens – Extended Q59 to Williamsburg Bridge Plaza; implemented Q27 AM peak hour limited stop bus service; extended Q27 Limited Stop bus.
- Staten Island – Restructured S52; rerouted Manhattan-bound X30 express bus; rerouted S54, S79, X7, X8.
- MTA Bus Company
 - Bronx/Manhattan – Rerouted BxM2 (SB) to accommodate the closure of sections of Broadway in Times Square and Herald Square as part of the New York City Department of Transportation’s “Greenlight for Midtown” project.
 - Brooklyn – Revised B103, BM1, BM3 to eliminate circuitous paths and added Sunday service to B103.
 - Queens – Revised Q67 to eliminate asymmetrical westbound diversionary path.
- Long Island Bus
 - Revised weekday, Saturday, and Sunday schedules on N4, N6, N22, N23, N25, N27, N40/41, N73/74, and N80/81 to provide uniform, even service intervals.
 - Revised travel path of N22, N22A, N78, and N79 to eliminate indirect access to/from Roosevelt Field.
 - Combined N35 and N37 into a single route to reduce the need to transfer in Hempstead.
 - Revised N24 (EB), N80 travel paths.
 - Revised N49 northern terminus in Hicksville on Sunday to match Saturday terminus.

Accomplishments

Long Island Rail Road

- Opened new ticket office at Atlantic Terminal.
- Launched new interactive voice response (IVR) system as part of LIRR's 24-hour Travel Information Center featuring enhanced voice recognition, barge-in capabilities, and significantly reduced call-wait time.
- Seaford Station Platform Replacement/Elevator Installation
Made Seaford Station fully accessible for the mobility impaired by installing an elevator, as part of the Seaford Station Platform Renovation Project. Other customer benefits include new platform and staircases.
- 175th Anniversary – Celebrated 175 years of service to Long Island and New York and the April 24, 1834 approval of Long Island Rail Road's charter by New York State and with customer events in Penn Station and in Jamaica
- Provided extra train service for 175,000 customers attending the U.S. Golf Open at Bethpage State Park in June 2009. About a third of all U.S. Open spectators arrived via the LIRR. MTA Long Island Bus provided transit service from the LIRR's Farmingdale Station to the park under an arrangement with the USGA.
- Debuted new one-ticket ride to Jets and Giants home games at the Meadowlands through partnership with NJ Transit
- Opened expanded restroom facilities at Penn Station, with illuminated glass/mosaic tile walls, non-porous terrazzo floors, enhanced lighting, and a new fresh air intake system with continuous air flow, creating a brighter, more open atmosphere that is easier to maintain.

Metro-North Railroad

- Created and implemented Train TimeTM Technology to give customers convenient, real-time train status and schedule information to customers via their smart phones and the railroad's website, in addition to large screen color display monitors at select station platforms.

Accomplishments

- Replaced interactive voice response (IVR) system with a new system that employs voice-activated technology to assist customers calling Metro-North's information center, greatly expanding the amount of information available.
- Replaced automatic call distributor (ACD) system in the Customer Service Department with state-of-the-art telephone system enabling representatives to manage call volume and flow more effectively and to assign "codes" to telephone calls to track the nature or topic of each call.
- Opened a new train station at Yankees-East 153rd Street on May 23 – the first new railroad station to open in the Bronx in decades. Yankees-East 153rd Street is also Metro-North's first new station to open since July 9, 2000, when the Harlem Line was extended to Ten-Mile River and Wassaic.
- Debuted *Direct New Haven Line* to Meadowlands Football Games – direct train service on the New Haven Line to the New Jersey Meadowlands Sports Complex in September, using NJ Transit's new bi-level coaches, Metro-North and NJ Transit crews, and Amtrak's tracks on the Hell Gate Line, part of the Northeast Corridor, through the east Bronx and Queens into Penn Station, New York, and on to Secaucus, where customers change trains for the quick shuttle to the Meadowlands station next to the stadium.
- Improved Station Access. Working with NYSDOT, CDOT, and Housatonic Area Regional Transit District (HART), Metro-North launched the New Fairfield Shuttle to Southeast Station on May 18, 2009 connecting New Fairfield, CT, to the Southeast station on the Harlem Line. Metro-North also partnered with the City of Poughkeepsie, Dutchess County, and NYSDOT to provide commuters with another option for parking in the City of Poughkeepsie.
- Created new ticket machine center in Grand Central Terminal on the Main Concourse just under the archway to the Lexington Avenue Subway. The center houses nine new machines, for a total of 28 in Grand Central. The new facility – brightly lit, climate-controlled and monitored by security cameras – will alleviate long lines and wait times at ticket windows. It features wide-screen video monitor displays of train departures. Ticket machines account for 60 percent of all Metro-North tickets sold, and the new center will make ticket purchasing experience in

Accomplishments

Grand Central more pleasant and efficient – particularly during commutation time and around the holidays.

Bridges and Tunnels

- Installed three new variable message signs on the RFK Bridge, alerting drivers in advance to construction, congestion, or adverse conditions on the bridge. Another three new signs were installed on the Staten Island Approach to the Verrazano-Narrows Bridge, replacing old, difficult-to-read signs.
- Provided real-time travel time information for all nine crossings on computer or hand-held devices by going to the MTA website at mta.info
- Installed additional electronic sensors in roadways at various facilities to increase information provided about wind speed, direction, and surface temperature.

New York Transit Museum

- Displayed a Long Island Rail Road caboose at the Museum to celebrate 175 years of LIRR. It is the first rail car ever to be displayed at the Museum.
- Offered twenty speakers' programs examining the details of New York's underground infrastructure projects to complement *The Future Beneath Us: 8 Great Projects Under NY* and *Last Day of the Myrtle Avenue El* captured the Brooklyn of a bygone era with photographs by Teresa King and technical workshops for young photographers.
- Served 1,100 school groups; attendance rose 20 percent; and 429 programs were offered for adults and families.

Accomplishments

Operations Initiatives

New York City Transit – Subways

- Installed new telephone terminal boards and copper cable at 52 stations as a first step toward migrating data and voice communication circuits to a new fiber optic network. Communication circuits were brought back to the station communication room and will be transferred to the fiber optic network under a future initiative.

Bus Operations – NYC Transit, MTA Bus, LI Bus

- Began implementing critical maintenance, timekeeping, and other information systems used by New York City Transit's Department of Buses at both MTA Bus and Long Island Bus to standardize measurements, information, and analysis. Included extension of Spear work order system, which uses mileage information to schedule inspections, track assets, personnel hours, warranties, and materials used, to Baisley Park, Eastchester, Yonkers, and LaGuardia Depots.
- Fully incorporated Long Island Bus into the Bus Parts Recycling Program in which high-value and/or high-volume parts and materials (e.g., transmissions, windows, doors, body panels) are reclaimed from scrapped buses and reused on the current operating bus fleet instead of new parts.
- Launched a pilot program that provided bus dispatchers with wireless handheld computers to monitor and regulate service, eliminating paper recordkeeping and improving accuracy.
- Provided extensive MTA Bus shuttle services to Metro-North for the first time.
- Provided Long Island Bus transit service to the U.S. Open golf tournament in partnership with the Long Island Rail Road.
- Standardized work rules across five MTA Bus depots through a new contract for TWU-represented employees. This enabled the movement of routes, equipment, and personnel among the depots, providing both service efficiencies and cost savings.

Accomplishments

- Began midday layovers of MTA Bus express buses at NYC Transit's 100th Street and Michael J. Quill depots, reducing the fuel and maintenance costs of returning to depots outside of Manhattan.
- Opened Meredith Avenue Depot in Staten Island, providing space for 70 buses and reducing overcrowding at other depots.
- Opened the renovated Stewart Avenue facility in Nassau County for Able-Ride operations.

Long Island Rail Road

- Replaced the Shore Road Bridge (constructed in 1910) in the Village of Mill Neck, Town of Oyster Bay, as part of the LIRR's regular bridge maintenance and modernization program. The bridge had suffered structural damage from vehicular strikes.
- Completed the Valley Interlocking Signal Cutover Project which replaced the previous 1930s-era relay-based signal technology with a state-of-the-art microprocessor based system. Twenty-nine switch machines were modernized with electronic components that replace the outdated air compressors. The new more reliable system will increase operational flexibility for the large volume of trains that pass through this area, helping to improve on-time performance.

Accomplishments

Sustainability Initiatives

Interagency

- Executed approximately \$9.6 million worth of energy-efficiency projects under the NYPA-Financed Energy Efficiency Projects program. These projects result in electricity savings, fuel savings, or both, and are paid back through the savings associated with reduced energy usage, with no negative impact to MTA operating or capital budgets. Projects include: phase 2 of New York City Transit's signal compressor replacement project; the installation of long-lasting LED necklace lights on MTA Bridge and Tunnel's RFK Bridge; replacement of cooling and heating equipment at Long Island Rail Road's Hillside Maintenance Facility; the upgrade of the lighting and the compressed air system at Metro-North Railroad's Harmon Yard Maintenance Shop; and comprehensive energy efficiency improvements at the Long Island Bus's Norman J. Levy Depot.

New York City Transit – Subways

- Installed very hardy, low-maintenance, drought-tolerant plants on the new 1,888-square foot Green Roof at the E180th Street Yard new Signal Crew Quarters – NYCT's first green roof – which will deliver multiple benefits: absorbing carbon dioxide and filtering impurities and particulates from the air; significantly reducing storm water run-off; providing added insulation which reduces heating and cooling costs; and protecting exterior roof membrane from aging and extending its life expectancy.

Bus Operations – NYC Transit, MTA Bus, Long Island Bus

- Separated and recycled 99.5 percent of all of the construction and demolition waste from the Mother Clara Hale Bus Depot project, sending only 63 tons of debris into the landfill out of a possible 13,917 tons.
- Removed 16 underground storage tanks and four oil/water separators at the Mother Clara Hale Bus Depot as part of a two-phase remediation of petroleum-

Accomplishments

contaminated soils at the depot. This first phase took place before demolition of the depot, yielding substantial cost savings since the existing building and its ventilation systems were used as containment control for dust and odors during the equipment removal.

- Installed bus paint application systems in nine depots to monitor paint usage and prevent the Department of Buses from exceeding Volatile Organic Compound (VOC) permitted values.

Metro-North Railroad

- Replaced all 4,000 incandescent light bulbs in Grand Central Terminal with compact fluorescent bulbs (CFLs) which more clearly illuminate the historic lighting fixtures and chandeliers and save more than \$200,000 in electricity costs.
- Explored possible installation of photovoltaic panels on the Intermodal Walkway at Poughkeepsie Station with The Solar Energy Consortium (TSEC).

Bridges and Tunnels

- Replaced bulbs on the necklace lights at the Verrazano-Narrows Bridge with energy-efficient LED bulbs (light emitting diodes) and began installation on the RFK Bridge.
- Began using a “Green Seal” cleaning product for tunnel washing.

Accomplishments

Safety/Security Initiatives

MTA Police Department

Crime Statistics (Number of reported crimes at Long Island Rail Road, Metro-North Railroad, and Staten Island Railway)		
	2008	2009
Murder	0	1
Rape	2	0
Robbery	71	37
Felony Assault	40	44
Burglary	25	13
Grand Larcenies	220	189
G.L.A.	8	9
Total	366	293

- MTA Police Department experienced a 20 percent reduction in crime on Long Island Rail Road, Metro-North Railroad, and Staten Island Railway. The reduction is due to new strategies, including two-officer directed patrols, train patrol, step on's, an increase in the Emergency Services Unit, Multi-Agency Super Surges (MASS) and Multi-Unit initiative (Sentinel) details, K9 deployment, and strict enforcement of violations and penal law offenses.
- Following a terrorist attack in Mumbai, India, MTAPD began deploying heavy weapons teams on MTA transportation systems and officers were trained in active shooter scenarios.
- All MTAPD officers receive Patriot Training, which focuses on assessments based on observations of behavior and appearance, followed by non-threatening, non-custodial interviews of the public that help to determine whether elevated or reasonable suspicion exists that an individual is involved in planning or carrying out a terrorist attack using regular police/security patrols.
- MTAPD increased its Directed Patrol Program.
- Trace explosive detection devices have been deployed throughout the MTA systems. These devices are able to detect traces of various explosives.

Accomplishments

- Training during the year included table top and on-scene drills with scenarios of possible terrorist activities, preparing MTAPD to react appropriately and coordinate with outside agencies that may be required to assist in a major event.
- MTAPD began using National Incident Management System training in order to coordinate the response to a large event or act of terrorism.

New York City Transit

Crime Statistics (Number of reported crimes on New York City subway system)		
	2008	2009
Murder	2	2
Rape	3	2
Robbery	831	708
Felony Assault	183	153
Burglary	5	2
Grand Larcenies	1,304	1,167
Total	2,328	2,034

- Installed 80 grab bars on 40 signal heads on narrow duct banks that have minimal clearance on the Grand Concourse (B,D) line in the Bronx and relocated eight signalhead closer to the tunnel wall to improve clearance and facilitate emergency evacuation of passengers.
- Completed an access control and intrusion detection system at 233 communication rooms critical to maintaining safe and efficient system-wide voice, data, and video communications.
- Completed security installations at vent plants (project managed by MTA Capital Construction).
- Removed asbestos in manholes during installation of the new fiber-optic network for the “B” division (lettered trains).
- Improved the design of the temporary track barrier to meet site-specific conditions on the Culver (F) line viaduct.

Accomplishments

- Provided front line hourly employees, supervisors, and managers with skills necessary to protect the public and themselves from possible threats to the system by having them attend Phase II Security Awareness and Crisis Communication Training.
- Completed installation of new window glass and Mylar on 2,600 R44, R46, R62, R62A, R68 and R68A subway cars. The R142, R142A, R143 and R160 fleets were delivered with Mylar installed.
- Installed security cameras as a test on a 5-car R160 train.
- Deployed reporting system to track and analyze assaults on Transit employees.
- Expanded web-based mapping system to cover the entire subway system and make it available to NYC Transit mobile command posts emergency responders via laptops. The system provides an on-line view of subway station and track schematics, including the location of key equipment.

Bus Operations – NYC Transit, MTA Bus, LI Bus

- Strictly enforced the newly-enacted Federal CDL no-texting law and continued emphasis on the MTA's existing, more stringent policy regarding personal electronic devices, pagers, cell phones, and hands-free devices.
- Replaced the fire alarm system at Casey Stengel Bus Depot of NYC Transit bus operations.

Long Island Rail Road

- Completed the retrofit of wider threshold plates on all 836 M-7 cars. The wider threshold plates have reduced gaps between LIRR platforms and trains by two inches. Gap incidents across the LIRR have declined during the last three years.

Metro-North Railroad

- Initiated new safety announcements in Grand Central Terminal focusing on avoiding slips, trips and falls

Accomplishments

- Created a new seasonal poster/seat drop program with the theme *Put Your Best Foot Forward*.
- Increased the number of safety announcements on trains and in stations.

Bridges and Tunnels

- Committed \$54.7 million for hardening at the Robert F. Kennedy Bridge.

Section 3 – Projects Undertaken and Completed

2005-2009 Capital Program

By year-end 2009, the MTA and its agencies had committed \$18.78 billion of a planned \$24.36 billion 2005-2009 Capital Program.

Total commitments for 2009 were \$4.69 billion, or 75 percent of planned commitments of \$6.25 billion. The shortfall was due to commitments not being made; projects with lower-than-expected bids were more than offset by those with higher-than-expected bids and projects that were added to the program.

Completions during the year totaled \$4.20 billion, 83 percent of the planned \$5.04 billion.

Note: Where shown costs are in millions.

Capital Program Progress

Funding Received Through December 31, 2009 (\$ millions)		
	1982-2009	2009
Federal grants	\$23,656	\$2,222
State service contracts	2,151	160
State appropriations	623	-
City appropriations	4,699	447
MTA bonds	21,227	2,027
MTA debt restructuring	4,523	-
MAC surplus	925	-
Lessor equity/Asset sales/Leasing	1,389	188
Investment Income	2,290	109
Capital-operating transfer/Pay-as-you-go	1,354	-
Other	2,113	31
Total	64,949	5,183

Note:

- Due to rounding, totals may not add exactly.

Projects Completed and Undertaken

Capital Program Progress, 1982-2009 (\$ millions)			
	Commitments	Expenditures	Completions
New York City Transit	\$44,456	\$40,348	\$36,620
Long Island Rail Road	\$8,617	\$8,084	\$7,229
Metro-North Railroad	\$6,324	\$5,957	\$4,717
Bridges and Tunnels	\$3,202	\$2,797	\$2,068
Capital Construction	\$9,242	\$5,507	\$1,268
MTA Bus	\$496	\$440	\$374
Other*	\$620	\$487	\$403
MTA Total	\$72,957	\$63,620	\$52,679

Notes:

- Funding for MTA Bridges and Tunnels Capital Programs not included.
- Due to rounding, totals may not add exactly.

Capital Program Progress, 2009 (\$ millions)			
	Commitments	Expenditures	Completions
New York City Transit	\$1,843	\$2,968	\$2,329
Long Island Rail Road	\$307	\$354	\$399
Metro-North Railroad	\$228	\$284	\$484
Bridges and Tunnels	\$28	\$251	\$446
Capital Construction	\$2,212	\$1,377	\$543
MTA Bus	\$24	\$44	\$0
MTA Total	\$4,688	\$5,323	\$4,202

Note:

- Commitments may be more than receipts since bonds are sold as cash is needed.
- Due to rounding, totals may not add exactly.

* Includes funds for World Trade Center recovery, planning and customer service projects, interagency projects, MTA Police, and unassigned commuter rail project that benefited both LIRR and MNR in the 1982-91 Capital Program.

Projects Completed and Undertaken

New York City Transit

Major Commitments

Stations

- Rehabilitate five A line stations in Far Rockaway and three in Rockaway Park – Beach 67th Street, Beach 60th Street, Beach 44th Street, Beach 36th Street, Beach 25th Street, Mott Avenue, Beach 90th Street, Beach 98th Street and Beach 105th Street. Mott Avenue was made ADA compliant (\$135.5).
- Rehabilitate five Pelham (6) line stations – Parkchester-East 177th Street, St. Lawrence Avenue, Morrison-Sound View Avenue, Elder Avenue, and Whitlock Avenue (\$130.7)
- Rehabilitate or renew 12 West End (D) line stations and structures. Full station rehabilitations will be made at 9th Avenue, Fort Hamilton Parkway, 62nd Street and Bay Parkway; and station renewals will be at 50th Street, 55 Street, 71st Street, 79th Street, 18th Avenue, 20th Avenue, 25th Avenue and Bay 50th Street. ADA-compliant elevators will be installed at Bay Parkway, and the line structure from 9th Avenue to 62nd Street and from 71st Street to Stillwell will also be rehabilitated and coordinated with the station work (\$236.0).
- Rehabilitate and make 180th Street station (including rehabilitation of the employee facility) of 2, 5 lines ADA compliant (\$61.2).

Tracks, Switches, and Interlockings

- Replace three gap fillers at southbound local platform at Union Square station (\$23.8).
- Modernize interlockings on Lexington Avenue and 5th Avenue/Queens Boulevard lines (\$155.3).
- Awarded contract for Phase II of the Culver viaduct and interlocking (\$257.5).
- 2009 Track and Switch Replacement Program (\$258.0)

Power

- Rehabilitate three power substation enclosures on the Broadway-7th Avenue lines (1,2,3) and the Pelham (6) line (\$11.7).
- Replace D.C. feeder breakers and construct a new Concord circuit breaker house at Jay Street substation in Brooklyn (\$31.7).

Ventilation

- Rehabilitate vent plant on Queens Boulevard, Broadway, and Crosstown lines in Queens. (\$76.0).

Signals and Communications

- Modernize the signal interlockings at 5th Avenue and Lexington Avenue (\$134.5).
- Replace old cotton-braided stop cables at approximately 300 locations (\$27.9).
- Upgrade or replace HVAC at 50 communications rooms (\$34.5).

Projects Completed and Undertaken

Security

- Replace yard fencing at eight locations (\$12.2).

Major Completions

Rolling Stock

- Accepted delivery of 600 R160 cars (\$1,238).
- Purchased four diesel locomotives used for switching by Staten Island Railway (\$8.2).

Stations

- Rehabilitated Chambers Street 1, 2, 3 line station, including making station ADA-compliant (\$35.7).
- Replaced 10 escalators at Jamaica Center/Parsons-Archer of E, J, Z lines.

Tunnels, Track, and Switches

- Rehabilitated tunnel at Whitehall Street of R, W lines (\$31.4).
- Rehabilitated tunnel and lighting from 207th to 168th Street on A, C lines (\$42.6).
- Rehabilitated tunnel lighting from 96th to 42nd Streets on 1, 2, 3 lines (\$39.7).
- Restored track, switches, and interlockings as part of 2009 track and switch replacement program (\$258.0).
- Completed structural repairs at six bridges of Staten Island Railway (\$14.4).

Pumping Stations

- Rehabilitated 10 pumping stations along Queens Boulevard (E, F, G, R, V) line (\$44.9).

Bus Operations – NYC Transit, MTA Bus, LI Bus

Major Commitments

Depots

- NYC Transit Department of Buses
 - Mini-rehabilitation of 4 depots: East New York, Ulmer Park, Flatbush, and Jamaica (\$28.0).
 - Demolition of Mother Clara Hale Depot (\$3.3).
- MTA Bus
 - Install new roofs and ventilation systems at Far Rockaway (\$6.9) and LaGuardia (\$7.0) depots of MTA Bus.

Rolling Stock

- NYC Transit Department of Buses
 - Ordered 90 articulated buses (\$71.5).
 - Ordered 496 paratransit vans (\$28.3).

Projects Completed and Undertaken

Major Completions

Depots

- NYC Transit Department of Buses
 - Demolished of Mother Clara Hale Depot (\$3.3).
 - Rehabilitated of Castleton Depot (\$12.5).
 - Installed fluid application and monitoring systems at nine locations (\$7.4).

Rolling Stock

- NYC Transit Department of Buses
 - Purchased 19 over-the-road express buses (\$11.6).
- MTA Bus
 - Purchased 22 over-the-road express buses (\$17.6).

Long Island Rail Road

Major Commitments

Stations

- Replace two elevators at Great Neck Station (\$2.1).

Tracks, Switches, and Interlockings

- Awarded contract for Jamaica interlocking reconfiguration study (\$5.1).
- 2009 Track and Switch Replacement Program (\$53.9).

Yards

- Construct new train wash at Babylon Yard (\$26.1).
- Construct Lifecycle Maintenance Shop (\$40.3).

Structures

- Restore bridges at Powell Creek and Hog Island Channel (\$20.1).
- Restore bridge abutments and retaining walls along Port Washington Branch (\$15.4).
- Begin Phase 2A of restoration of Atlantic Avenue viaduct, including replacement of the structural steel members above the column caps, including the upper portions of the existing columns, track replacement, relocation of utilities, and the addition of exterior safety walkway (\$75.8).
- Awarded contract for bridge painting (\$2.9).

Parking

- Improve Ronkonkoma parking lot (\$1.9).
- Begin Phase 2B of Jamaica Center Control Building fitout (\$3.3).

Projects Completed and Undertaken

Major Completions

Stations

- Completed restoration of Atlantic Terminal (\$105.5), including new public restrooms; a customer waiting area; facilities for operations, police, and employees; a Solari system and other signage; improved lighting; and an Arts for Transit installation.
- Improved Richmond Hill Station (\$22.9).
- Rehabilitated Broadway Station platform (\$12.5).
- Rehabilitated Valley Stream Station (\$6.8).
- Replaced stairs at six stations on Babylon Branch – Merrick, Bellmore, Massapequa, Massapequa Park, Copiague, and Floral Park (\$3.6).
- Replaced platform at Seaford Station (\$13.9).

Tracks, Switches, and Interlockings

- Restored track, switches, and interlockings as part of 2009 annual track program (\$56.2).
- Improved Jamaica interlockings (\$13.5).
- Installed new microprocessor signal system at Valley Stream interlocking (\$36.6), replacing relay system on Atlantic, Montauk, Long Beach, Far Rockaway, and West Hempstead Branches with ABC Microprocessor Signal System and a new Supervisory Control and Display System.
- Completed rehabilitation of 87 spans of the Atlantic Avenue Viaduct, including replacement of girders, cap beams, and all members above the column caps (\$93.4).

Power

- Replaced or upgraded 208,179 linear feet of third rail system with composite rail (\$20.4).
- Replaced or upgraded 28,433 linear feet of third rail cable (\$5.9).

Yards

- Completed Phase 2 of Long Island City Yard (\$18.0).

Structures and Communications

- Replaced communications pole lines (\$7.2).
- Repaired Amott culvert (\$7.1).

Metro-North Railroad

Major Commitments

Rolling Stock

- Purchase locomotives for West-of-Hudson service (\$6.1).

Projects Completed and Undertaken

Stations

- Rehabilitate Grand Central Terminal and employee facility (\$22.0)
- Rehabilitate and upgrade 10 passenger elevators in Grand Central Terminal (\$7.7).
- Improve two New Haven Line stations in New York State – Port Chester and Rye (\$16.9).
- Reconstruct Tarrytown Station (\$37.8).
- Install new windows and doors at Poughkeepsie Station (\$4.6).
- Improve access and parking capacity at Cortlandt Station (\$28.6)

Track, Switches, and Interlockings

- Construct high-speed turnouts on Main Line (\$2.5).
- 2009 Cyclical Track Program (\$11.3)

Major Completions

Rolling Stock

- Completed remanufacture of 146 M2 railcars via agreement with CT for the operation of the New Haven Line service (MNR share of cost – \$36.0).

Stations

- Completed construction of Yankees-153rd Street Station (MNR share of cost – \$53.0). Station opened for customer service in May 2009.

Track, Switches, and Interlockings

- Completed 2008 Cyclical Track Program (\$10.9).

Yards and Shops

- Substantially completed Harmon Shop Replacement Phase III coach and locomotive shop and wheel truing facility (\$350.3).

MTA Capital Construction

East Side Access

- Completed 21,000 feet of the planned total of 32,000 feet of tunnel in Manhattan. The tunnel boring machines (TBMs) are mining the Manhattan running tunnels and station cavern starting bores.
- Awarded Queens Bored Tunnels and Structures contract, which includes TBM mining to build four soft-ground, lined tunnels under Sunnyside Yard and along LIRR's main line in Queens with a total length of approximately 10,000 feet (\$694.1).
- Awarded site clearance contract for work in Grand Central Terminal's Madison Yard area, the site of the future LIRR East Side Access passenger concourse (\$40.9).

Projects Completed and Undertaken

- Awarded contract for Harold CILs (\$30.9) and Harolds Structures work, Part 2 (\$22.9).
- Awarded 44th Street demolition and 245 Park Avenue entrance (\$42.8) contract.
- Awarded Northern Boulevard crossing (\$89.2) contract.
- Awarded contract for 38th Street ventilation excavation and structure (\$20.5).
- Continued real estate acquisition for entrances, exits, and ancillary facilities (\$52.3).

Second Avenue Subway

- Awarded contract for site work and heavy civil engineering at 96th Street station (\$348.2).
- Awarded contract for open cuts and utilities relocation at 86th Street station (\$42.8).
- Continued real estate acquisition for entrances, exits, and ancillary facilities (\$69.5).

7 Line Extension

- Completed excavation of 34th Street terminal station. The cavern is more than 1,200 feet long, 60 feet wide, and 50 feet high at its peak
- Completed TBM starter tunnels and ground freeze operations under 26th Street and 11th Avenue. The first TBM, which is excavating the northbound tunnels, reached the southern boundary of the 34th Street Station cavern on October 30 and continued mining toward the existing 7 Line under 41st Street. The second TBM, which is excavating the southbound tunnels, broke through into the station cavern in December.
- Continued excavation in the lower level of the Port Authority Bus Terminal and underpinning work on 8th Avenue Subway at Times Square.

Fulton Street Transit Center

- Continued efforts with federal, state and local officials to finalize project and funding plan to complete project, including use of federal stimulus funds.
- Developed a multi-contract package procurement strategy to complete the project.
- Continued work on underpinning on the historic Corbin building, which will be integrated with the Transit Center.
- Awarded contract and began construction to rehabilitate the 4, 5 Fulton Street Station and construct the Dey Street Headhouse (\$73.7).

Projects Completed and Undertaken

- Awarded contract to configure the A, C mezzanine and construct vertical circulation elements for access to the J, M, Z service in the complex (\$159.0).

South Ferry Terminal Station

- Opened the new South Ferry Terminal station for customer service on March 16, 2009.
- Continued wrap-up work, mostly in the area of the former station, with substantial completion achieved in September 2009.
- Began rehabilitation of Peter Minuit Plaza, which sits on the street surface above the station and in front of the Staten Island Ferry Terminal, as an associated project of the new South Ferry Terminal Station. The work is coordinated with NYC Department of Transportation and Department of Parks and Recreation and includes landscaping and improvements to intermodal connectivity among ferry, subway, and bus services.

MTA Bridges and Tunnels

Major Commitments

- Repair the concrete anchorage of the Bronx-Whitestone Bridge (\$5.2).
- Repair steel and concrete on the Robert F. Kennedy Bridge (\$4.5).

Major Completions

All facilities

- Replaced the toll registry systems (\$8.9).

Brooklyn-Battery Tunnel

- Rehabilitated ventilation buildings (\$30.5).

Marine Parkway-Gill Hodges Memorial Bridge

- Repaired structural steel (\$20.8).

Robert F. Kennedy Bridge

- Replaced the deck of the Randall's Island viaduct and constructed a new Bronx/Wards Island off-ramp (\$250.5 million).
- Repaired and installed a dehumidification system in the anchorage (\$21.3).

Throgs Neck Bridge

- Rewrapped the suspended span cable of the Throgs Neck Bridge (\$15.4).

Verrazano-Narrows Bridge

- Rehabilitated lower level approaches in Brooklyn and Staten Island and rehabilitated the concrete bridge at Lily Pond Avenue just past the Staten Island toll plaza (\$87.1).

Projects Completed and Undertaken

MTA Police Department

Major Commitments

- Awarded contract to develop specifications and design for portions of a new public safety radio system (\$1.7).

Major Completions

- Accepted delivery of three emergency service units (\$0.6).

Interagency

Major Commitments

- Business Service Center development (\$42.0).