



Metropolitan Transportation Authority

Finance Committee Meeting

November 2009

Committee Members

A. Saul, Chair
A. Albert
J. Banks III
J. Blair
A. Cappelli
D. Frasca
J. Kay
M. Page
J. Sedore, Jr.
E. Watt
C. Wortendyke

MEETING AGENDA

MTA FINANCE COMMITTEE

Monday, November 16, 2009 – 10:45 a.m.

347 Madison Avenue
Fifth Floor Board Room
New York, NY

AGENDA ITEMS

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Total Outstanding Debt	117

The Special Finance Committee Meeting with the Board on Wednesday, November 18, 2009 at 9:30 a.m. will be presenting the following reports:

- Updated Forecast for 2009
- MTA 2010 Final Proposed Budget
- November Finance Plan 2010-2013

Date of next meeting: Monday, December 14, 2009 at 11:45 a.m.

MINUTES OF THE MTA FINANCE COMMITTEE MEETING

**October 26, 2009
347 Madison Avenue
New York, New York
10:45 a.m.**

The following Finance Committee members attended.

Hon. Andrew M. Saul, Chairman
Hon. Andrew B. Albert
Hon. John H. Banks III
Hon. James F. Blair
Hon. Allen Cappelli
Hon. Jeffrey A. Kay
Hon. Mark Page

The following Finance Committee members did not attend.

Hon. Doreen Frasca
Hon. James L. Sedore, Jr.
Hon. Edward Watt
Hon. Carl V. Wortendyke

The following MTA staff attended.

Gary Dellaverson
Gary Lanigan
Patrick McCoy
Douglas Johnson

* * *

Chairman Saul called the October 26, 2009 meeting of the MTA Finance Committee to order.

Public Comments

Mr. Henderson of the Permanent Citizens Advisory Group to the MTA (PCAC) spoke about the contract with Transport for London, noting its potentially beneficial relationship. He also stated the contract should be monitored for the benefits it provides.

2. Approval of Minutes

Upon motion duly made and seconded, the MTA Finance Committee approved the minutes of the previous meeting of the Finance Committee on September 21, 2009.

3. Committee Work Plan

There were no changes to the Committee's work plan.

4. SBP/Budgets/Capital Cycle Items

There was no discussion regarding the MTA 2010 Preliminary Budget.

BudgetWatch

Mr. Johnson reported that combined revenues in September were slightly favorable as higher revenue at NYC Transit was partially offset by the impact of lower Metro-North ridership. These results were similar to those in June, July and August. The year-to-date (YTD) passenger revenues were \$9 million favorable. Revenue from tolls was \$5.2 million, or 4.4% favorable for the month. YTD toll revenue was \$13 million, or 1.4% favorable.

Operating Expenses were favorable at all agencies in September. Combined operating expenses were \$15 million favorable, or 2.3%. Expenses YTD were \$91 million favorable, or 1.5%. Broken down, they were: \$44 million (or 1 percent) favorable for NYC Transit; \$27 million (or 3%) favorable for LIRR; and \$20 million (or 3%) favorable for MNR. Some of the savings were timing-related which will catch up later this year. However, it is expected there will be some real savings in energy, materials, and maintenance contracts.

Debt service costs were favorable for October and YTD due mainly to timing with some savings from lower variable rates.

Mr. Johnson reported on the subsidies MTA receives. October YTD, receipts from the Petroleum Bus Tax (PBT) were on target with the mid-year forecast.

October Real estate taxes were disappointing. Through September, these receipts had been tracking to the mid-year forecast. Unfortunately, October receipts of only \$30 million were \$18 million, or 38%, below the forecast for the month. This drove the YTD unfavorable variance to \$21 million.

MRT receipts had been showing a steady but modest increase through the year. October collections were \$23 million and represented an 8% unfavorable variance. This marked the first month since June in which there was no improvement over the prior month.

Urban tax collections were very weak in October. The \$7.7 million in collections represents one of the poorest months on record and resulted in an unfavorable variance of \$16 million, or 68%.

In conjunction with the agencies, the MTA is carefully monitoring all of these results and updates will be captured in a revised November Plan forecast.

FinanceWatch

Mr. McCoy reviewed the market activity report in the Committee's agenda material. He noted that the Committee had received an e-mail of the Official Statement prior to the MTA issue of Transportation Revenue Bonds Series 2009A on October 16. With respect to an upcoming financing of Bridges and Tunnels 2009 Bond Anticipation Notes in November, Mr. McCoy stated that it will provide the MTA with the flexibility to refund the 2009 Series A-1 mandatory tender bonds due January 20, 2010.

5. MTA Headquarters & All-Agency Items

Reports and Information Items

Derivatives Portfolio Update

Mr. McCoy briefly reviewed the Derivatives Portfolio Update report in the Committee agenda material. The report focused on the \$3.1 billion in hedged variable rate debt, or 12% of the MTA's total \$27.3 billion outstanding portfolio. The material included a recap of the MTA swap guidelines, derivative contracts by credit, a swap termination summary, the swap portfolio

performance, outstanding swaps aggregated by counterparty and derivative contracts by credit. Mr. McCoy clarified that the difference between \$3.1 billion and \$4.2 billion figure on page 4 represented a basis overlay on some Triborough bonds. He also noted a correction on page 5 of the material. The termination value for TBTA swap traded on 11/22/2002 was \$(3.703) bringing the total to \$(13) million.

CFO Remarks

Mr. Dellaverson noted that the MTA performance was in line with the mid-year forecast. The MTA is anticipating the receipt of approximately \$1 billion of new State Dedicated Taxes during the remainder of the year. Those funds should begin to come to the MTA in November.

Mr. Dellaverson discussed the Governor's proposed Deficit Reduction Plan and the impact it could have on the MTA budget. The proposal, which must be enacted by the State Legislature, would eliminate \$115 million in aid to the MTA. The cut would take place in the balance of the 2009 calendar year which corresponds to the end of the MTA fiscal year. Thus, the agency would have just six weeks to respond to the shortfall.

Mr. Dellaverson outlined an option for the MTA to cash manage the possible loss of \$115 million in state aid. The MTA would meet its debt service obligations and payroll. However, to manage the shortfall, pension contributions of \$115 million would likely have to be delayed until sometime in 2010. This would require the MTA to pay interest at a rate of 8% to the pension fund.

The Committee discussed the issues and risks for the MTA that are associated with tax collections and state appropriations. Mr. Dellaverson stated he would keep the Committee apprised of the situation that develops.

The MTA 2009 Semi-Annual Investment Report was presented for the Committee's information. There was no discussion on the item.

Action Items

Mr. McCoy explained that the resolution before the Committee asked for approval for the MTA to issue a \$150 million TBTA Bond Anticipation Note (BAN). The proceeds of the note would be available to refund a mandatory tender bond due January 20, 2010 which the MTA issued earlier this year. At the time of that issue, it was agreed the MTA would have proceeds on hand in advance of the January 20 date in order to have the flexibility, based on market condition, to either extend the maturity and effectively roll that note from January 20 to some future date, or to simply to pay it off. The resolution also allows for the issuance of bonds to refund the BAN. This authorization was simply to access the market have the proceeds on hand.

Mr. Page noted that the use of BANs offers another way to access what is at the moment very inexpensive financing. Mr. McCoy added that since the current market dislocation began over a year ago, the MTA has not added any new variable rate debt to its portfolio. That has shifted the portfolio into more fixed rate mode, and the BANs enable the MTA to access those attractive rates.

Upon motion duly made and seconded, the Finance Committee authorized the necessary delegation to issue a Series of Obligation and Bond Anticipation Notes (BANs) to generate net proceeds of \$150 million to provide capital financing for TBTA and/or refund its existing indebtedness.

Upon motion duly made and seconded, the Finance Committee approved the Resolution to Authorize the Execution, Filing and Acceptance of Federal Funds.

Procurements

Mr. Dellaverson explained that the cooperative agreement with Transport for London would allow the two entities to share expertise in a number of areas. One example would be implementation of a Smart Card. The MTA views this procurement approach as a more effective and substantially less expensive than to engage third party consultants. Mr. Dellaverson noted that Mr. Monheim was available to answer any questions. Chairman Saul supported the procurement and stated the MTA should closely monitor the activity under the contract.

Upon motion duly made and seconded, the Finance Committee approved the following non-competitive procurement items: a contract with Transport for London to share expert services; a modification to a contract with George Kocur Ph.D for consulting services to advise on technology and telecommunication issues for the MTA and its agencies; and a modification to the contract with Vanguard Integrity Professionals Inc. to renew multi-agency software maintenance services.

Upon motion duly made and seconded, the Finance Committee approved the following competitive procurements items: a contract with Skyline Connections Inc. for a Web-based contract compliance system; and a contract with Practising Law Institute for mandatory all-agency continuing legal education courses.

6. Metro-North Railroad

Procurements

Upon motion duly made and seconded, the Finance Committee approved the following procurement items: a contract with Loram Maintenance of Way Inc. for rail grinding services and a contract with Choice Distribution Inc. to provide common hardware fasteners.

7. Long Island Rail Road

Procurements

Upon motion duly made and seconded, the Finance Committee approved the following procurement items: a contract with Harsco Rail for various replacement parts for Harsco equipment and a contract with Rails Company for OEM replacement parts to repair and maintain switch heaters.

8. Long Island Bus

There were no LI Bus items for the Committee to consider.

9. Bridges and Tunnels

There were no B&T items for the Committee to consider.

10. New York City Transit

Action Item

Upon motion duly made and seconded, the Finance Committee approved the tariff revision to provide three-leg transfers to B61 and B62 customers using value-based MetroCards.

Procurement

Upon motion duly made and seconded, the Finance Committee approved a contract with Racine Railroad Products Inc. to purchase non-inventory parts for Racine equipment.

11. MTA Bus

There were no MTA Bus items for the Committee to consider.

12. Capital Construction

Procurement

Upon motion duly made and seconded, the Finance Committee approved a ratification to a contract with Intergraph Corporation for software services to complete its electronic security system.

13. First Mutual Transportation Assurance Company (FMTAC)

There were no FMTAC items for the Committee to consider.

Adjournment

Upon motion duly made and seconded, Chairman Saul adjourned the October 26, 2009 meeting of the Finance Committee at 11:45 a.m.

Respectfully submitted,

Miriam Cukier
Secretary

2009 Finance Committee Work Plan

I. RECURRING AGENDA ITEMS

	<u>Responsibility</u>
BudgetWatch	B&FM
FinanceWatch	Finance
Approval of Minutes	Board Secretary
Procurements (if any)	Procurement
Action Items (if any)	Agency
MTA Consolidated Reports	MTA Budget

II. SPECIFIC AGENDA ITEMS

Responsibility

November 2009

<i>SBP/Budgets/Capital</i>	
2010 Preliminary Budget	MTA Budget
<i>Other:</i>	
Station Maintenance Billing Update	MTA Comptroller
Review and Assessment of the Finance Committee Charter	MTA CFO

December 2009

<i>SBP/Budgets/Capital</i>	
2010 Final Proposed Budget	MTA Budget, Agencies
<i>Financing Issues:</i>	
Special Report: 2009 Year-End Review	MTA Finance
<i>Other:</i>	
Draft 2010 Finance Committee Work Plan	MTA B&FM

January 2010

<i>SBP/Budgets/Capital:</i>	
Proposed Issues for BudgetWatch	MTA Budget
<i>Financing Issues:</i>	
Financial Requirements of the MTA's Capital Plans and 2010 Bond Issuance Schedule and Market Outlook	MTA Finance
<i>Other:</i>	
MTA Financial Statements for the Nine-Months Ended, September 2009	MTA Comptroller

February 2010

<i>SBP/Budget/Capital:</i>	
Preliminary Review of 2009 Operating Results	MTA Budget, Agencies
Adopted Budget/Financial Plan 2010-2013	MTA Budget, Agencies
<i>Financing Issues:</i>	
MTA Bridges and Tunnels Investment Income and Advances	B&T/MTA
2009 Adjustment to Dutchess/Orange/Rockland Fund	MTA Treasury, Budget

March 2010

<i>Statutory Requirements:</i>	
All-Agency Annual Procurement Report	MTA Proc., Agencies
<i>Other:</i>	
Strategic Information Technology Plan (EnvisionIT)	MTA EITG
Annual Prompt-Payment Status Report	MTA Comptroller

April 2010

Financing Issues:

Annual Report on Variable Rate Debt MTA Finance

Other:

MTA 2009 Annual Investment Report MTA Treasury

Annual Pension Fund Report (Audit Committee Members to be invited) MTA Labor

May 2010

Insurance Matters:

InsuranceWatch MTA RIM

Annual FMTAC Meeting MTA RIM

Annual FMTAC Investment Performance Report MTA RIM

Other:

Station Maintenance Billings Approval MTA Comptroller

June 2010

SBP/Budget/Capital:

PWEF Assessment MTA Budget

MTA Financial Statements for the Three-Months Ended, March 2010 MTA Comptroller

July 2010

SBP/Budget/Capital

Updated forecast for 2010/2011 Preliminary Budget/
2011-2014 Financial Plan MTA Budget, Agencies

September 2010

SBP/Budget/Capital:

2011 Preliminary Budget MTA Budget

Other:

Update on MTA Strategic Technology Plan (EnvisionIT) MTA EITG

MTA Financial Statements for the Six-Months Ended June, 2010 MTA Comptroller

Resolution to Authorize the Execution, Filing and Acceptance of
Federal Funds MTA Grant Mgmt.

October 2010

SBP/Budget/Capital:

2011 Preliminary Budget MTA Budget

Other:

Annual Review of MTA's Derivative Portfolio MTA Finance

MTA 2010 Semi-Annual Investment Report MTA Treasury

November 2010

SBP/Budgets/Capital

2011 Preliminary Budget MTA Budget

Other:

Station Maintenance Billing Update MTA Comptroller

Review and Assessment of the Finance Committee Charter MTA CFO

OCTOBER 2009

2010 Preliminary Budget

Agency will present highlights of the 2010 Preliminary Budget to the Committee. Public comment will be accepted on the 2010 Preliminary Budget.

Annual Review of MTA's Derivative Portfolio

The Finance Department will provide an update on MTA's portfolio of derivative contracts.

MTA 2009 Semi-Annual Investment Report

The MTA Treasury Division should be prepared to answer questions on this voluminous report.

NOVEMBER 2009

2010 Preliminary Budget

Public comment will be accepted on the 2010 Preliminary Budget.

Station Maintenance Billing Update

The MTA Comptroller Division will provide a report on the collection and audit status of station maintenance billings issued as of June 1, 2009.

Review and Assessment of the Finance Committee Charter

MTA Chief Financial Officer will present the most updated Finance Committee Charter to the Finance Committee members for them to review and assess its adequacy. The annual assessment is required under the current Committee Charter.

DECEMBER 2009

2010 Final Proposed Budget

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

Special Report: 2009 Year-end Review

The MTA Finance Department will present a report that summarizes financing activities for 2009.

Draft 2010 Finance Committee Work plan

The MTA Chief Financial Officer will present a proposed 2010 Finance Committee Work plan that will address major issues, SBP and budget process issues, and reports required by statute.

JANUARY 2010

Proposed Issues for BudgetWatch

The two-track coverage of important budgetary issues will continue. BudgetWatch will report monthly on significant issues where this is appropriate. Periodic Major Issue Reviews will cover issues that deserve in-depth treatment. In January, the Finance Committee will select issues that warrant continued analysis.

Financial Requirements of the MTA's Capital Plans and 2011 Bond Issuance Schedule and Market Outlook

MTA Finance Department will present a 2011 Bond Issuance Schedule including a list of the upcoming bond issues by credit and purpose and a 2011 Market Outlook with a brief look at interest rate and other economic forecasts.

MTA Financial Statements for the Nine-Months Ended, September 2009

Included for information is a copy of the Independent Accountant's Review Report of MTA Financial Statements for the nine-months ended September, 2009.

FEBRUARY 2010

Preliminary Review of 2010 Budget Results

To the extent not covered in the January BudgetWatch, the MTA Budget Division will present a brief review of All-Agency 2009 Budget results, focusing in on subsidies and cash balances.

Adopted Budget/Financial Plan 2010-2013

MTA Budget will present a revised 2010-2013 Financial Plan. This plan will reflect the 2009 Adopted Budget and an updated Financial Plan for 2010-2013 reflecting the out-year impact of any changes incorporated into the 2010 Adopted Budget.

MTA Bridges and Tunnels Investment Income and Advances

The MTA Treasury Division, assisted by MTA Bridges and Tunnels and MTA Budget Division, should be prepared to answer questions on a Staff Summary transferring B&T investment income. It is possible that a second Staff Summary, advancing the distribution of 2009 Operating Surplus, may also be submitted if this is not done in December.

2009 Adjustment to Dutchess/Orange/Rockland Fund

By State statute, each of these counties is entitled to a share of MTA's MRT-2 tax receipts. The amount may be no less than they received in 1987 (even if the taxes collected fall below the 1987 levels), but there are proportional upward adjustments if taxes collected in the particular county exceed the 1987 totals. Such upward adjustments are expected to be required this year, based on 2008 experience thus far. The MTA Budget and Treasury Division will be prepared to answer questions on the related Staff Summary authorizing the payments.

MARCH 2010

All-Agency Annual Procurement Report

The Agencies and the MTA Procurement Division should be prepared to answer questions on this voluminous State-required report.

Strategic Information Technology Plan (EnvisionIT)

The MTA EITG Division will issue an informational report that is strategic in nature and aligns well with the Executive Director's key mission areas. The report will also have an addendum that outlines 2009 accomplishments in technology.

Annual Prompt Payment Status Report

The MTA Financial Management Division should be prepared to discuss a report, to be included in the Agenda materials, that reviews MTA-wide success in meeting mandated prompt-payment deadlines (including the interest penalties incurred as a result of late payment).

APRIL 2010

Annual Report on Variable Rate Debt

The MTA Finance Department will present a report that summarizes the performance of the MTA's various variable-rate debt programs, including a discussion of the savings (compared to long-term rates) achieved through variable rate debt and a discussion on the current policy and limits on the use of variable rate debt.

MTA 2009 Annual Investment Report

The MTA Treasury Division should be prepared to answer questions on this voluminous State-required report.

Annual Pension Fund Report

The MTA Labor Division, representatives of the various pension fund boards, and their pension consultants should be prepared to answer questions on a report, to be included in the Agenda materials, that reviews the 2009 investment performance and other experience of the various MTA pension funds. Among other matters, this report should (i) make recommendations on appropriate investment-earnings assumptions in light of the experience of the past three years; (ii) discuss the implications for asset allocations in light of such recommendations; (iii) discuss the effect on (under) funding of the systems in light of such performance and recommendation; (iv) provide appropriate comparisons with other public pension systems; and (v) solicit the opinions of the Board Operating Committees on these recommendations in light of their effects on Agency budgets.

MAY 2010

Insurance Watch

The MTA Division of Risk and Insurance Management should be prepared to discuss a report, to be included in the Agenda materials, on the scope and terms of the MTA's insurance policies and coverage as well as developments relating to claims and other matters of note.

Annual Meeting of the First Mutual Transportation Assurance Company

The MTA's Captive Insurance Company will hold its statutorily required annual meeting in which it will review the prior years operations as well as submit its financial statements and actuarial report for final approval.

First Mutual Transportation Assurance Company Investment Performance Report

The MTA Treasury and Risk Management Divisions, along with the FMTAC's outside investment managers, should be prepared to answer questions on a report that reviews outside-managers performance.

Station Maintenance Billings Approval

Under the Public Authorities Law, the Board is required to certify to the City and the counties in the Metropolitan Transportation District the total costs to MTA for operating and maintaining Commuter Railroad passenger stations. The City and county assessments are both now determined through a formula.

JUNE 2010

PWEF Assessment

The MTA Budget Division, assisted by the MTA Capital Programs Division, should prepare the usual annual staff summary authorizing the payment of this assessment to the State. The State levies an assessment of the value of construction-contract awards to cover its cost of enforcing prevailing-wage legislation.

MTA Financial Statements for the Three-Months Ended, March 2010

Included for information is a copy of the Independent Accountant's Review Report of MTA Financial Statements for the three-months ended March, 2010.

JULY 2010

Updated Forecast of 2010/2011 Preliminary Budget/2011-2014 Financial Plan (to be presented at the Special Finance Committee Meeting with the Board)

The MTA Budget Division will present an update forecast for 2010 and a Preliminary Budget for 2011, and an updated Financial Plan through 2014.

SEPTEMBER 2010

2011 Preliminary Budget

Public comment will be accepted on the 2011 Preliminary Budget.

Update on the Strategic Information Technology Report (EnvisionIT)

The MTA EITG Division will provide an update on the informational report which aligns itself with the Executive Director's key mission.

MTA Financial Statements for the Six-Months Ended June, 2010

Included for information is a copy of the Independent Accountant's Review Report of MTA Financial Statements for the six-months ended June, 2010

Resolution to Authorize the Execution, Filing and Acceptance of Federal Funds

The MTA Office of Grant Management will hold a public hearing in accordance with Federal law and then request the Board's approval of a resolution that would authorize the Chairman or a designated officer to execute the applications and accept grants of financial assistance from the Federal government.

OCTOBER 2010

2010 Preliminary Budget

Agency will present highlights of the 2011 Preliminary Budget to the Committee. Public comment will be accepted on the 2011 Preliminary Budget.

Annual Review of MTA's Derivative Portfolio

The Finance Department will provide an update on MTA's portfolio of derivative contracts.

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Review and Assessment of the Finance Committee Charter

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FinanceWatch

November 16, 2009

Market Activity:

\$150,000,000 MTA Bridges & Tunnels General Revenue Bond Anticipation Notes, Series 2009

MTA Bridges & Tunnels issued \$150 million of 2009 Bond Anticipation Notes (BAN) on November 10, 2009. This BAN is expected to be refunded with an issuance of TBTA bonds or notes prior to the maturity date of November 15, 2010. Proceeds of the transaction will be used to refund \$150 million of MTA Bridges & Tunnels 2009 Series A-1 mandatory tender bonds due January 20, 2010 and/or to finance existing approved TBTA Capital Projects. The method of sale of the BANs was through competitive bidding. The fixed rate tax-exempt Notes are structured to mature on November 15, 2010, and achieved the short-term ratings of MIG-1, SP-1+, and F1, from Moody's, Standard & Poor's, and Fitch, respectively. The transaction is expected to close on November 17, 2009. Goldman Sachs served as financial advisor and Hawkins Delafield & Wood was acting as Bond Counsel. *[A complete update of the results of the transaction will be delivered at the meeting of the Finance Committee on November 16.]*

**METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST (1)**

**DEBT SERVICE
(\$ in millions)**

October 2009

	Mid-Year Forecast	Actual	Variance	% Variance	Explanation
Dedicated Tax Fund:					
NYC Transit	\$13.6	\$29.6	(\$16.0)		Reversal of prior periods Timing difference.
Commuter Railroads	2.5	6.8	(4.3)		
<i>Dedicated Tax Fund Subtotal</i>	\$16.2	\$36.4	(\$20.3)	-125.4%	
MTA Transportation Revenue:					
NYC Transit	\$12.5	\$16.1	(\$3.6)		Timing of debt service deposits, will reverse in November 2009.
Commuter Railroads	5.4	12.4	(7.0)		
MTA Bus	0.7	1.1	(0.4)		
<i>MTA Transportation Subtotal</i>	\$18.6	\$29.6	(\$11.0)	-59.0%	
Commercial Paper:					
NYC Transit	\$3.1	\$0.1	\$3.0		Timing Difference (see Note 2 below) and lower than budgeted variable rates.
Commuter Railroads	1.7	0.1	1.6		
MTA Bus	0.8	0.0	0.8		
<i>Commercial Paper Subtotal</i>	\$5.6	\$0.2	\$5.4	96.9%	
2 Broadway COPs:					
NYC Transit	\$1.4	\$2.0	(\$0.6)		Higher than budgeted variable rates.
Bridges & Tunnels	0.2	0.3	(0.1)		
MTA HQ	0.2	0.3	(0.1)		
<i>2 Broadway COPs Subtotal</i>	\$1.8	\$2.6	(\$0.7)	-39.2%	
TBTA General Resolution (2)					
NYC Transit	\$13.8	\$13.1	\$0.8		
Commuter Railroads	6.5	5.8	0.6		
Bridges & Tunnels	12.2	10.8	1.4		
<i>TBTA General Resolution Subtotal</i>	\$32.5	\$29.7	\$2.8	8.6%	
TBTA Subordinate (2)					
NYC Transit	\$6.3	\$6.5	(\$0.3)		
Commuter Railroads	2.8	2.9	(0.1)		
Bridges & Tunnels	2.5	2.6	(0.1)		
<i>TBTA Subordinate Subtotal</i>	\$11.5	\$12.0	(\$0.5)	-4.4%	
Total Debt Service	\$86.2	\$110.4	(\$24.2)	-28.1%	
Debt Service by Agency:					
NYC Transit	\$50.8	\$67.4	(\$16.6)		
Commuter Railroads	18.9	28.0	(9.1)		
MTA Bus	1.5	1.1	0.4		
Bridges & Tunnels	14.9	13.7	1.2		
MTAHQ	0.2	0.3	(0.1)		
Total Debt Service	\$86.2	\$110.4	(\$24.2)	-28.1%	

Notes:

- (1) Forecasted debt service is calculated based upon projected monthly deposits from available pledged revenues into debt service accounts. Actual payments to bondholders are made from the debt service accounts when due as required for each series of bonds and do not conform to this schedule.
- (2) Generally, the calendarization of monthly debt service deposits is calculated by dividing projected annual debt service by 12. Month to month variations ("timing differences") on the existing debt portfolio can occur based upon, among other things, (a) for all bonds, the date when income from the securities in which the debt service accounts are invested becomes available varies, (b) for variable rate financings, differences between (i) the budgeted interest rate and the actual interest rate, (ii) projected interest payment dates to bondholders and actual interest payment dates to bondholders, and (iii) projected monthly funding dates for accrued debt service and actual funding dates, (c) for transactions with swaps, the difference between when MTA/TBTA funds debt service and the receipt of the corresponding swap payment by the counterparty, and difference between rates received and rates paid and (d) for commercial paper, the interest payment date is the date of the maturity of the commercial paper and the dealers set the term of the commercial paper from 1 to 270 days, which is not foreseeable at the time the annual debt service budgets are prepared.
- (3) Debt service is allocated among Transit, Commuter, MTA Bus, and TBTA categories based on actual spending of bond proceeds for approved capital projects. Allocation of 2 Broadway COPs is based on occupancy.
Totals may not add due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST (1)
DEBT SERVICE
(\$ in millions)

October 2009 Year-to-Date

	Mid-Year Forecast	Actual	Variance	% Variance	Explanation
Dedicated Tax Fund:					
NYC Transit	\$180.7	\$176.1	\$4.6		
Commuter Railroads	37.9	39.6	(1.7)		
<i>Dedicated Tax Fund Subtotal</i>	\$218.6	\$215.8	\$2.8	1.3%	
MTA Transportation Revenue:					
NYC Transit	\$279.5	\$281.0	(\$1.5)		
Commuter Railroads	212.2	217.5	(5.3)		
MTA Bus	9.4	10.4	(1.0)		
<i>MTA Transportation Subtotal</i>	\$501.0	\$508.9	(\$7.8)	-1.6%	
Commercial Paper:					
NYC Transit	\$11.5	\$2.5	\$9.0		Timing Difference (see Note 2 below) and lower than budgeted variable rates.
Commuter Railroads	6.1	1.3	4.8		
MTA Bus	2.9	0.6	2.3		
<i>Commercial Paper Subtotal</i>	\$20.5	\$4.4	\$16.1	78.5%	
2 Broadway COPs:					
NYC Transit	\$19.5	\$21.2	(\$1.7)		Higher than budgeted variable rates.
Bridges & Tunnels	2.4	2.6	(0.2)		
MTA HQ	2.4	2.6	(0.2)		
<i>2 Broadway COPs Subtotal</i>	\$24.3	\$26.5	(\$2.2)	-9.0%	
TBTA General Resolution (2)					
NYC Transit	\$130.8	\$126.8	\$3.9		
Commuter Railroads	59.5	56.8	2.7		
Bridges & Tunnels	109.8	104.9	5.0		
<i>TBTA General Resolution Subtotal</i>	\$300.1	\$288.5	\$11.6	3.9%	
TBTA Subordinate (2)					
NYC Transit	\$64.6	\$66.5	(\$1.9)		
Commuter Railroads	28.4	29.2	(0.8)		
Bridges & Tunnels	25.5	26.3	(0.7)		
<i>TBTA Subordinate Subtotal</i>	\$118.5	\$122.0	(\$3.4)	-2.9%	
Total Debt Service	\$1,183.0	\$1,165.9	\$17.1	1.4%	
Debt Service by Agency:					
NYC Transit	\$686.5	\$674.1	\$12.4		
Commuter Railroads	344.0	344.4	(0.3)		
MTA Bus	12.2	11.0	1.3		
Bridges & Tunnels	137.8	133.8	4.0		
MTAHQ	2.4	2.6	(0.2)		
Total Debt Service	\$1,183.0	\$1,165.9	\$17.1	1.4%	

Notes:

- (1) Forecasted debt service is calculated based upon projected monthly deposits from available pledged revenues into debt service accounts. Actual payments to bondholders are made from the debt service accounts when due as required for each series of bonds and do not conform to this schedule.
 - (2) Generally, the calendarization of monthly debt service deposits is calculated by dividing projected annual debt service by 12. Month to month variations ("timing differences") on the existing debt portfolio can occur based upon, among other things, (a) for all bonds, the date when income from the securities in which the debt service accounts are invested becomes available varies, (b) for variable rate financings, differences between (i) the budgeted interest rate and the actual interest rate, (ii) projected interest payment dates to bondholders and actual interest payment dates to bondholders, and (iii) projected monthly funding dates for accrued debt service and actual funding dates, (c) for transactions with swaps, the difference between when MTA/TBTA funds debt service and the receipt of the corresponding swap payment by the counterparty, and difference between rates received and rates paid and (d) for commercial paper, the interest payment date is the date of the maturity of the commercial paper and the dealers set the term of the commercial paper from 1 to 270 days, which is not foreseeable at the time the annual debt service budgets are prepared.
 - (3) Debt service is allocated among Transit, Commuter, MTA Bus, and TBTA categories based on actual spending of bond proceeds for approved capital projects. Allocation of 2 Broadway COPs is based on occupancy.
- Totals may not add due to rounding.*

**METROPOLITAN TRANSPORTATION AUTHORITY
VARIABLE RATE: WEEKLY MODE
RATE RESETS REPORT (Trailing 6-Weeks)**

Report Date 10/30/2009

Transportation Revenue Bonds

Issue		TRB 2002D-1	TRB 2002D-2	TRB 2002G-1	TRB 2005E-1	TRB 2005E-2	TRB 2005D-1						
Remarketing Agent		JPMorgan	JPMorgan	Merrill Lynch	Jefferies & Co.	Barclays	Merrill Lynch						
Liquidity Provider		WestLB	Dexia	Bank of Nova Scotia	Fortis Bank	Fortis Bank	Helaba						
Liquidity/Insurer		SBPA/FSA	SBPA/FSA	LoC	LoC	LoC	LoC						
Par Outstanding (\$m)		200.00	200.00	200.00	125.00	125.00	150.00						
Swap Notional (\$m)		None	200.00	None	125.00	25.00	150.00						
Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
9/23/2009	0.40%	0.35%	-0.05%	0.40%	0.00%	0.25%	-0.15%	0.38%	-0.02%	0.35%	-0.05%	0.30%	-0.10%
9/30/2009	0.34%	0.30%	-0.04%	0.30%	-0.04%	0.20%	-0.14%	0.26%	-0.08%	0.33%	-0.01%	0.25%	-0.09%
10/7/2009	0.24%	0.30%	0.06%	0.25%	0.01%	0.15%	-0.09%	0.20%	-0.04%	0.18%	-0.06%	0.19%	-0.05%
10/14/2009	0.26%	0.30%	0.04%	0.25%	-0.01%	0.20%	-0.06%	0.22%	-0.04%	0.18%	-0.08%	0.24%	-0.02%
10/21/2009	0.26%	0.30%	0.04%	0.25%	-0.01%	0.18%	-0.08%	0.22%	-0.04%	0.20%	-0.06%	0.22%	-0.04%
10/28/2009	0.26%	0.30%	0.04%	0.25%	-0.01%	0.17%	-0.09%	0.20%	-0.06%	0.18%	-0.08%	0.19%	-0.07%

Dedicated Tax Fund Bonds

Issue		DTF 2002B	DTF 2008A	DTF 2008B-1	DTF 2008B-2	DTF 2008B-3	DTF 2008B-4						
Remarketing Agent		Morgan Stanley	Citigroup	Barclays	Barclays	Barclays	Barclays						
Liquidity Provider		Dexia	Dexia	Bank of Nova Scotia	BNP Paribas	Lloyds TSB (NY)	KBC Bank N.V. (NY)						
Liquidity/Insurer		SBPA/FSA	SBPA/FSA	LoC	LoC	LoC	LoC						
Par Outstanding (\$m)		440.00	351.38	100.00	100.00	100.00	48.18						
Swap Notional (\$m)		440.00	343.52	None	None	None	None						
Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
9/23/2009	0.40%	0.60%	0.20%	0.41%	0.01%	0.30%	-0.10%	0.30%	-0.10%	0.30%	-0.10%	0.30%	-0.10%
9/30/2009	0.34%	0.50%	0.16%	0.29%	-0.05%	0.28%	-0.06%	0.28%	-0.06%	0.28%	-0.06%	0.28%	-0.06%
10/7/2009	0.24%	0.40%	0.16%	0.22%	-0.02%	0.18%	-0.06%	0.18%	-0.06%	0.18%	-0.06%	0.18%	-0.06%
10/14/2009	0.26%	0.50%	0.24%	0.32%	0.06%	0.18%	-0.08%	0.18%	-0.08%	0.18%	-0.08%	0.18%	-0.08%
10/21/2009	0.26%	0.30%	0.04%	0.24%	-0.02%	0.20%	-0.06%	0.20%	-0.06%	0.20%	-0.06%	0.20%	-0.06%
10/28/2009	0.26%	0.30%	0.04%	0.24%	-0.02%	0.18%	-0.08%	0.18%	-0.08%	0.18%	-0.08%	0.18%	-0.08%

TBTA General Revenue Bonds

Issue		TBTA 2002F	TBTA 2005B-2	TBTA 2005B-3	TBTA 2005B-4				
Remarketing Agent		JP Morgan	JP Morgan	Jefferies & Co.	Jefferies & Co.				
Liquidity Provider		ABN AMRO	Dexia	BofA	LBW (NY)				
Liquidity/Insurer		SBPA	SBPA	SBPA	SBPA				
Par Outstanding (\$m)		235.16	197.90	197.90	197.90				
Swap Notional (\$m)		235.16	197.90	197.90	197.90				
Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
9/23/2009	0.40%	0.30%	-0.10%	0.35%	-0.05%	0.40%	0.00%	0.40%	0.00%
9/30/2009	0.34%	0.23%	-0.11%	0.30%	-0.04%	0.27%	-0.07%	0.30%	-0.04%
10/7/2009	0.24%	0.15%	-0.09%	0.20%	-0.04%	0.23%	-0.01%	0.25%	0.01%
10/14/2009	0.26%	0.20%	-0.06%	0.25%	-0.01%	0.23%	-0.03%	0.25%	-0.01%
10/21/2009	0.26%	0.20%	-0.06%	0.25%	-0.01%	0.23%	-0.03%	0.25%	-0.01%
10/28/2009	0.26%	0.20%	-0.06%	0.25%	-0.01%	0.21%	-0.05%	0.23%	-0.03%

TBTA General Revenue and Subordinate Revenue Bonds

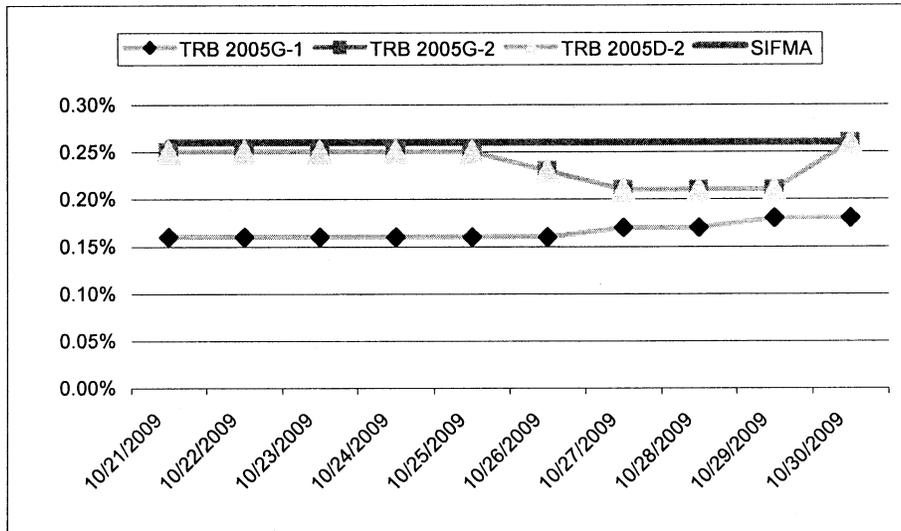
Issue		TBTA 2001B	TBTA 2001C	TBTA 2003B	TBTA 2005A	TBTA Sub 2000AB	TBTA Sub 2000CD						
Remarketing Agent		Citigroup	Citigroup	Citigroup	Morgan Stanley	JP Morgan	Citigroup						
Liquidity Provider		State Street	Bayerische LB	Dexia	Dexia	JPMorgan	Lloyds TSB (NY)						
Liquidity/Insurer		LoC	LoC	SBPA	SBPA	SBPA/FSA	SBPA/FSA						
Par Outstanding (\$m)		143.01	143.01	224.25	141.92	175.30	125.30						
Swap Notional (\$m)		88.80	88.90	89.75	None	175.30	125.30						
Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA		
9/22/2009	0.40%	0.30%	-0.10%	0.45%	0.05%	0.37%	-0.03%	0.45%	0.05%	0.40%	0.00%	0.34%	-0.06%
9/29/2009	0.34%	0.24%	-0.10%	0.40%	0.06%	0.30%	-0.04%	0.40%	0.06%	0.32%	-0.02%	0.28%	-0.06%
10/6/2009	0.24%	0.16%	-0.08%	0.35%	0.11%	0.23%	-0.01%	0.30%	0.06%	0.25%	0.01%	0.21%	-0.03%
10/13/2009	0.26%	0.20%	-0.06%	0.30%	0.04%	0.27%	0.01%	0.37%	0.11%	0.25%	-0.01%	0.30%	0.04%
10/20/2009	0.26%	0.17%	-0.09%	0.30%	0.04%	0.24%	-0.02%	0.29%	0.03%	0.25%	-0.01%	0.22%	-0.04%
10/27/2009	0.26%	0.18%	-0.08%	0.30%	0.04%	0.24%	-0.02%	0.29%	0.03%	0.25%	-0.01%	0.22%	-0.04%

METROPOLITAN TRANSPORTATION VARIABLE RATE REPORT: DAILY RATES

Issue		TRB 2005G-1		TRB 2005G-2		TRB 2005D-2	
Dealer		Merrill Lynch		Morgan Stanley		Morgan Stanley	
Liquidity Provider		BNP Paribas		BNP Paribas		Helaba	
Type of Liquidity		LoC		LoC		LoC	
Par Outstanding (\$m)		125.00		125.00		100.00	
Date	SIFMA	Spread to		Spread to		Spread to	
		Rate	SIFMA	Rate	SIFMA	Rate	SIFMA
10/21/2009	0.26%	0.16%	-0.10%	0.25%	-0.01%	0.25%	-0.01%
10/22/2009	0.26%	0.16%	-0.10%	0.25%	-0.01%	0.25%	-0.01%
10/23/2009	0.26%	0.16%	-0.10%	0.25%	-0.01%	0.25%	-0.01%
10/24/2009	0.26%	0.16%	-0.10%	0.25%	-0.01%	0.25%	-0.01%
10/25/2009	0.26%	0.16%	-0.10%	0.25%	-0.01%	0.25%	-0.01%
10/26/2009	0.26%	0.16%	-0.10%	0.23%	-0.03%	0.23%	-0.03%
10/27/2009	0.26%	0.17%	-0.09%	0.21%	-0.05%	0.21%	-0.05%
10/28/2009	0.26%	0.17%	-0.09%	0.21%	-0.05%	0.21%	-0.05%
10/29/2009	0.26%	0.18%	-0.08%	0.21%	-0.05%	0.21%	-0.05%
10/30/2009	0.26%	0.18%	-0.08%	0.26%	0.00%	0.26%	0.00%

10-Day Trailing Stats

Max Rate	0.26%
Min Rate	0.16%
Avg Rate	0.21%



**METROPOLITAN TRANSPORTATION AUTHORITY VARIABLE RATE REPORT:
AUCTION RATE**

WEEKLY AUCTIONS

Issue	LIBOR Formula Fail Rate	LIBOR Formula Fail Rate				
	TRB 2002B-1	DTF 2004B-1	DTF 2004B-2	COPs 2004A-1	COPs 2004A-2	COPs 2004A-3
Outstanding Par (\$ M)	105.250	100.000	100.000	73.984	71.909	69.035
Swap Notional (\$m)	None	None	None	73.984	71.909	69.035
Final Maturity	11/1/2022	11/1/2029	11/1/2033	1/1/2030	1/1/2030	1/1/2030
Broker Dealer(s)	JP Morgan Merrill Lynch	JPMorgan Morgan UBS	JPMorgan Morgan UBS	JP Morgan UBS	JP Morgan UBS	JP Morgan UBS
Insurer	FSA	Ambac	MBIA	Ambac	Ambac	Ambac
Auction Frequency	Tuesday	Monday	Wednesday	Monday	Tuesday	Wednesday
<i>Sept 14 thru Sept 18, 2009</i>	0.364%	0.483%	0.488%	0.663%	0.667%	0.670%
<i>Sept 21 thru Sept 25, 2009</i>	0.369%	0.493%	0.493%	0.677%	0.677%	0.677%
<i>Sept 28 thru Oct. 2, 2009</i>	0.369%	0.493%	0.491%	0.677%	0.677%	0.675%
<i>Oct. 5 thru Oct. 9, 2009</i>	0.367%	0.489%	0.489%	0.672%	0.672%	0.672%
<i>Oct. 12 thru Oct. 16, 2009</i>	0.368%	0.490%	0.490%	0.674%	0.674%	0.674%
<i>Oct. 19 thru Oct. 23, 2009</i>	0.368%	0.490%	0.488%	0.674%	0.674%	0.670%
<i>Oct. 26 thru Oct. 30, 2009</i>	0.365%	0.488%	0.486%	0.670%	0.670%	0.668%
<i>Corresponding Libor Rate</i>	0.244%	0.244%	0.243%	0.244%	0.244%	0.243%
<i>Fail Rate</i>	150%	200%	200%	275%	275%	275%

28 & 35 DAY AUCTIONS

Issue	LIBOR Formula Fail Rate			
	TRB 2002B-2	DTF 2004B-4	COPs 2004A-4	COPs 2004A-5
Outstanding Par (\$ M)	105.250	100.000	69.035	69.086
Swap Notional (\$m)	None	None	69.035	69.086
Final Maturity	11/1/2022	1/1/2029	1/1/2030	1/1/2030
Broker Dealer(s)	JP Morgan Merrill Lynch	JP Morgan Morgan UBS	JP Morgan UBS	JP Morgan UBS
Insurer	FSA	Ambac	Ambac	Ambac
Auction Frequency	28-Days	28-Days	35-Days	35-Days
<i>June 2009</i>	0.470%	0.628%	0.873%	0.875%
<i>July 2009</i>	0.431%	0.570%	0.815%	0.787%
<i>August 2009</i>	0.411%	0.545%	0.750%	0.730%
<i>September 2009</i>	0.369%	0.485%	0.677%	0.677%
<i>October 2009</i>	0.367%	0.490%	0.670%	0.670%
<i>Corresponding Libor Rate</i>	0.244%	0.245%	0.244%	0.244%
<i>Fail Rate</i>	150%	200%	275%	275%

The Metropolitan Transportation Authority

FINANCE COMMITTEE

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

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I. PURPOSE

The Finance Committee (the "Committee") shall assist the Board Chair and the Board in reviewing, providing guidance, and making recommendations with respect to the MTA's core financial policies.

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II. COMMITTEE AUTHORITY

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

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III. COMMITTEE MEMBERSHIP

The Committee shall consist of 3 or more members of the Board, appointed by the Board Chair. If not otherwise a member of the Committee, each Vice-Chair of the Board shall be an *ex officio* member of the Committee. The Board Chair shall appoint the chairperson of the Committee. In the absence of the chairperson at a meeting of the Committee, the Board Chair shall appoint a temporary chairperson to chair such meeting. A member of the Committee may be removed, for cause or without cause, by the Board Chair.

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IV. COMMITTEE MEETINGS

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

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The Committee may request that any member of the Board, the Auditor General, any officer or staff of the MTA, or any other person whose advice and counsel are sought by the Committee, attend any meeting of the Committee to provide such pertinent information at the Committee requests. The Chief Financial Officer and/or the Director of Budgets and Financial Management shall (1) furnish the Committee with all material information pertinent to matters appearing on the Committee agenda, (2) provide the chairperson of the Committee with all information that is material to the Committee's monitoring and oversight of the MTA's core financial policies, and (3) inform the chairperson of the Committee of any matters not already on the Committee agenda that should be added to the agenda in order for the Committee to be adequately monitoring and overseeing the MTA's core financial policies.

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V. COMMITTEE REPORTS.

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

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VI. KEY RESPONSIBILITIES

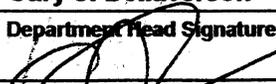
The following responsibilities are set forth as a guide with the understanding that the Committee may diverge as appropriate given the circumstances. The Committee is authorized to carry out these and such other responsibilities assigned by the Board Chair or the Board, from time to time, and take any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

To fulfill its purpose, the Committee shall:

1. Review the MTA's annual budget, and ensure that the MTA operates on a self sustaining basis, as required by applicable law, and with support from various levels of government.
2. Monitor the MTA's compliance during the fiscal year with its annual budget.
3. Review the financial requirements of the MTA's capital plans.
4. Review annually the proposed plan to meet the financial requirements of the MTA's capital plans, as well as any financing proposals during the fiscal year that deviate from the proposed financial plan for that year.
5. Review any proposal relating to the incurrence (or repayment) of material indebtedness or other financing arrangement.
6. Review any proposed procurements submitted to the Committee by the Chief Procurement Officer.
7. Oversee the operations of MTA headquarters, including by reviewing proposed procurements for MTA headquarters that require Board approval.

8. Oversee the operations of the First Mutual Transportation Assurance Company ("FMTAC"), including by reviewing proposed procurements for FMTAC.
9. Review annually the scope and terms of the MTA's insurance policies and coverage.
10. Monitor the economic performance of the various MTA pension plans.
11. Review and assess the adequacy of this Charter annually;
12. Conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter;
13. Report regularly to the Board Chair and Board on Committee findings and recommendations and any other matters the Committee deems appropriate or the Board Chair or the Board requests, and maintain minutes or other records of Committee meetings and activities.

Staff Summary

Subject 2008-2009 Station Maintenance Receivable Update
Department Chief Financial Officer
Department Head Name Gary J. Dellaverson
Department Head Signature 
Project Manager Name Michael J. Jaszcar

Date November 4, 2009
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Com.	11/16			
2	Board	11/18			

Internal Approvals			
Order	Approval	Order	Approval
5	Chief Exe. Officer		Affirmative Action
<i>APC</i>	Chief of Staff	4	Legal <i>GM</i>
<i>5/18/09</i>	Dir. Budget & Fin.		IST&P
<i>APC</i>	Dir. Fin. Mgmt.		Other

Narrative

The MTA bills the counties and the City of New York for station maintenance each fiscal year based on an agreed formula, which is adjusted annually by a CPI factor.

Under Section 1277 of the Public Authorities Law, if a municipality fails to make a full payment of the amounts owed the MTA, the Chief Executive Officer of the MTA or such other person as the Chairman shall designate and shall certify to the State Comptroller for the collection of the amount due and owing.

The attached schedule shows all monies billed and received by the MTA for Station Maintenance as of October 31, 2009.

Staff Summary

**METROPOLITAN TRANSPORTATION AUTHORITY
STATION MAINTENANCE RECEIVABLE AS OF 10/31/09
FOR THE BILLING PERIOD 4/1/08 - 3/31/09**

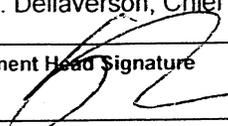
	<u>AMOUNT BILLED</u>	<u>AMOUNT RECEIVED</u>	<u>BALANCE DUE</u>
NEW YORK CITY	\$ 82,345,178	\$ 82,345,178	\$ 0
NASSAU	25,734,824	0 *	25,734,824
SUFFOLK	15,861,888	15,861,888	0
WESTCHESTER	17,785,592	17,785,592	0
DUTCHESS	2,120,281	2,120,281	0
PUTNAM	829,168	829,168	0
ORANGE	438,627	0 **	438,627
ROCKLAND	<u>46,634</u>	<u>46,634</u>	<u>0</u>
TOTAL	<u>\$145,162,192</u>	<u>\$118,988,741</u>	<u>\$ 26,173,451</u>

Section 1277 of the Public Authorities Law provides that municipalities are to be billed for station maintenance on or before June 1 and are to pay the MTA on or before September 1.

* Nassau County is aware of being late with the Station Maintenance payment and will notify the MTA when payment will be made.

** As of the date of this staff summary, Orange County was in the process of replacing the payment made in July 2009 and not received by the MTA.

Staff Summary

Subject Bond Authorization
Department Finance
Department Head Name Gary J. Dellaverson, Chief Financial Officer
Department Head Signature 
Project Manager Name Patrick J. McCoy, Director of Finance 

Date November 18, 2009
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Comm.	11/16	X		
2	Board	11/18	X		

Internal Approvals			
Order	Approval	Order	Approval
	Chief of Staff	1	Legal 

In connection with the proposed issuance of MTA debt, the MTA Finance Department is seeking amended and restated MTA Board authorization and approval of the necessary documentation to issue new money bonds, notes or other obligations to finance an additional \$200 million of capital projects set forth in the transit and commuter capital programs (including MTA Bus). MTA and TBTA have issued \$2,129,993,339 of bonds against the January 2009 authorization of \$2,289,000,000 to fund existing approved transit, commuter, TBTA and MTA Bus capital programs. Capital spending requirements in 2009 have exceeded the adopted budget assumptions and are now anticipated to exceed the remaining 2009 authorized amount of \$159,006,661. MTA Capital Programs is assessing spending on existing approved projects to provide an explanation for the variance. Authorization is being sought to provide for this additional \$200 million in Transportation Revenue Bond issuance authority by raising the total 2009 authorization amount to \$2,489,000,000.

The MTA Finance Department will continue to report to the Finance Committee of the Board at each regularly scheduled meeting of such committee on the status of the proposed debt issuance schedule, the results of each bond issue, planned bond issues for the following month, the status of the ongoing commercial paper program as warranted, and any anticipated adjustment in the financing schedule.

PURPOSE:

1. To obtain, as applicable, MTA Board approval of the following amended and restated resolution, documents and activities in connection with the issuance of bonds in an increased aggregate principal amount necessary to finance an additional \$200 million of capital projects of the transit and commuter systems (including MTA Bus):

- Supplemental Resolution authorizing Metropolitan Transportation Authority Transportation Revenue Obligations, including providing for the issuance of the following:
 - o An aggregate principal amount of Transportation Revenue Bonds in one or more series necessary to finance capital projects of the transit and commuter systems (including MTA Bus), plus applicable issuance costs and any original issue discount, and
 - o Parity Reimbursement Obligations and other Parity Debt in an amount sufficient to secure any Credit Facilities in connection with the issuance of the Transportation Revenue Bonds.

2. To obtain, MTA Board approval for the refunding of any and all outstanding bonds, notes and other obligations, provided that the MTA Chief Financial Officer or the MTA Director of Finance makes a determination that the refunding of such bonds, notes or other obligations will be beneficial to the obligors thereof and/or their affiliates and subsidiaries. All such refundings shall be in addition to the continuing existing approval of the MTA Board to bond out the commercial paper program from time to time, as necessary or convenient, and to continue rolling over or reissuing the commercial paper under the Transportation Revenue commercial paper program up to its existing authorization of not to exceed \$750 million and renewed or new Credit Facilities or program documentation related thereto. It is understood that, within any year, the full \$750 million in commercial paper notes may be issued, bonded out, and reissued again, and the amount of such notes issued

from time to time shall not decrease the availability of \$2.489 billion in new money bonds, notes or obligations authorized to be issued by this Staff Summary.

3. With respect to the above-referenced financial transactions set forth in paragraphs 1 and 2, to obtain the MTA Board approval, as applicable, delegating authority to the Chairman and Chief Executive Officer, and the Chief Financial Officer of MTA, the Director of Budgets and Financial Management of MTA and the Director of Finance of MTA to award the obligations either pursuant to competitive bid or to members (or entities related to such firms) of the MTA underwriting syndicate (as defined in the Supplemental Resolution) to execute and/or deliver in each case, where appropriate:

- o Notices of Sale and bid forms,
- o Purchase Agreements with underwriters,
- o Official Statements and other disclosure documents,
- o Continuing Disclosure Agreements and related filings,
- o Remarketing Agreements,
- o Issuing and Paying Agent Agreements,
- o Dealer and Broker-Dealer Agreements,
- o Credit Facilities and related Parity Reimbursement Obligations and Parity Debt,
- o Escrow Agreements, and
- o Investment Agreements.

Any such documents will be in substantially the form of any document previously entered into by MTA for previous issues and programs, with such changes as approved by any one or more of the foregoing officers. In addition, such officers are hereby authorized to terminate, amend, supplement, replace or extend any such documents, including Credit Facilities (and related Parity Reimbursement Obligations and Parity Debt) and other documents related thereto, as they shall deem advisable. The MTA Board hereby further delegate to such officers authority to take such other actions as may be necessary or desirable to effectuate such transactions.

4. On behalf of MTA and its subsidiaries and affiliates, to authorize the Chairman and Chief Executive Officer, the Vice Chairmen, the Chief Financial Officer of the MTA, the Director of Budgets and Financial Management of MTA and the Director of Finance of MTA to take such other actions as may be necessary or desirable to effectuate the issuance of the new money bonds, commercial paper and other financial transactions set forth in paragraphs 1 through 3.

ALTERNATIVES:

The Board could determine to slow the pace of capital spending by strictly limiting the amounts available. The Board could determine to eliminate projects from existing approved Capital Programs.

RECOMMENDATION:

The MTA Board approve the above-referenced amended and restated resolution and documents and all other actions described above, including the execution and delivery of such other documents, and the taking of all other actions, from time to time deemed necessary or desirable by such officers in connection therewith. This authorization shall continue in effect until the adoption in 2010 by the MTA and TBTA Boards of subsequent new money bond issuance supplemental resolutions.

METROPOLITAN TRANSPORTATION AUTHORITY

**MULTIPLE SERIES
TRANSPORTATION REVENUE BOND
SUPPLEMENTAL RESOLUTION**

**Adopted January 28, 2009, as amended on
November 18, 2009**

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**MULTIPLE SERIES
TRANSPORTATION REVENUE BOND
SUPPLEMENTAL RESOLUTION**

BE IT RESOLVED by the Metropolitan Transportation Authority (the "Issuer"),
as follows:

ARTICLE I

DEFINITIONS AND STATUTORY AUTHORITY

Section 1.01. Supplemental Resolution. This resolution is supplemental to, and is adopted, in accordance with Article II and Article A-VIII of, a resolution of the Issuer adopted on March 26, 2002, entitled "General Resolution Authorizing Transportation Revenue Obligations" (the "Resolution").

Section 1.02. Definitions.

1. All capitalized terms which are used but not otherwise defined in this Multiple Series Transportation Revenue Bond Supplemental Resolution (the "Supplemental Resolution") shall have the same meanings, respectively, as such terms are given by Section 102 of the Resolution.

2. In this Supplemental Resolution:

"Authorized Officer" shall include the officers designated as such in the Resolution, and the Director of Budgets and Financial Management, as well as any officer duly designated as "Acting" in said officer's capacity, except that, for the purposes of any delegation set forth herein that does not expressly include any Assistant Secretary, "Authorized Officer" shall not include any Assistant Secretary of the Issuer.

"Board" shall mean the members of the Issuer acting as such pursuant to the provisions of the Issuer Act.

"Bond Counsel" shall mean Hawkins Delafield & Wood LLP, Nixon Peabody LLP or any other attorney or firm of attorneys of nationally recognized standing in the field of law relating to the issuance of obligations by state and municipal entities, selected by the Issuer.

"Code" shall mean the Internal Revenue Code of 1986, as amended, and regulations thereunder.

"MTA DTF Series 2009 Net New Money Proceeds" shall have the meaning set forth for the term "Series 2009 Net New Money Proceeds" in a certain supplemental resolution adopted, on the same date of adoption of this Supplemental Resolution, by the MTA under its Dedicated Tax Fund Obligation Resolution adopted March 26, 2002.

"Multiple Credit Series 2009 Net New Money Proceeds" shall mean, as of any date of calculation, the aggregate of the Series 2009 Net New Money Proceeds, the MTA DTF

Series 2009 Net New Money Proceeds, the TBTA Senior Series 2009 Net New Money Proceeds and the TBTA Subordinate Series 2009 Net New Money Proceeds.

“Refunding Obligations for Savings” shall mean Refunding Obligations issued pursuant to Section 204 of the Resolution and this Supplemental Resolution in connection with which there has been delivered a certificate of an Authorized Officer (A) setting forth (1) the maximum annual Calculated Debt Service on the Obligations and Parity Debt (*including* the Refunding Obligations then proposed to be issued *but not including* the Obligations and Parity Debt to be refunded) and (2) the maximum annual Calculated Debt Service on the Obligations and Parity Debt as calculated immediately prior to the issuance of the Refunding Obligations (*including* the Obligations and Parity Debt to be refunded *but not including* the Refunding Obligations) and (B) stating that the maximum annual Calculated Debt Service set forth pursuant to (1) above is not greater than the maximum annual Calculated Debt Service set forth pursuant to (2) above. For the purposes of this definition, maximum annual Calculated Debt Service shall be calculated in each case for the then current and each future calendar year.

“Series CP-1 Notes Resolution” shall mean the Series CP-1 Transportation Revenue Bond Anticipation Note and Related Parity Debt Supplemental Resolution adopted by the Issuer on May 30, 2002.

“Series CP-1 Series Resolution” shall mean the Series CP-1 Transportation Revenue Bond Supplemental Resolution adopted by the Issuer on May 30, 2002.

“Series 2009 Bonds” shall mean the Transportation Revenue Bonds, Series 2009, authorized by Article II of this Supplemental Resolution in one or more Series or subseries.

“Series 2009 Net New Money Proceeds” shall have the meaning set forth in Section 2.01 of this Supplemental Resolution.

“TBTA Senior Series 2009 Net New Money Proceeds” shall have the meaning set forth for the term “Series 2009 Net New Money Proceeds” in a certain supplemental resolution adopted, on the same date of adoption of this Supplemental Resolution, by the TBTA under its General Resolution Authorizing General Revenue Obligations adopted on March 26, 2002.

“TBTA Subordinate Series 2009 Net New Money Proceeds” shall have the meaning set forth for the term “Series 2009 Net New Money Proceeds” in a certain supplemental resolution adopted, on the same date of adoption of this Supplemental Resolution, by the TBTA under its 2001 Subordinate Revenue Resolution Authorizing Subordinate Revenue Obligations adopted on March 26, 2002.

Section 1.03. Authority for this Supplemental Resolution. This Supplemental Resolution is adopted pursuant to the provisions of the Issuer Act and the Resolution.

ARTICLE II

AUTHORIZATION OF SERIES 2009 BONDS

Section 2.01. Authorized Principal Amount, Designation and Series.

Pursuant to the provisions of the Resolution and in order to finance Capital Costs and to issue Refunding Obligations, multiple Series of Transportation Revenue Obligations (which may be issued at one time or from time to time in any number of Series or subseries, which for purposes of this Supplemental Resolution shall collectively be referred to herein as the "Series 2009 Bonds", constituting Capital Cost Obligations or Refunding Obligations, as applicable, subject to redesignation as hereinafter provided) entitled to the benefit, protection and security of such provisions are hereby authorized to be issued in an aggregate principal amount not exceeding the principal amount necessary so that, after giving effect to any original issue discount (exclusive of any premium) and underwriters' discount from the principal amount, the amount to be deposited in the Proceeds Account pursuant to, or otherwise applied to effectuate the purposes of, Section 2.02 and Section 3.01 of this Supplemental Resolution (exclusive of the amount so deposited therein determined in any Certificate of Determination as estimated to be necessary to pay capitalized interest or to pay any Costs of Issuance of the Series 2009 Bonds payable from such Proceeds Account or otherwise applied to pay such Costs of Issuance), shall not exceed the amount or amounts determined in one or more Certificates of Determination to be necessary to effectuate the purposes set forth in Section 2.02 hereof; provided, however, that as of any date of original issuance of any Series or subseries of Series 2009 Bonds issued to finance Capital Costs, the amount of Multiple Credit Series 2009 Net New Money Proceeds shall not exceed \$2,489,000,000 (it being the intent of this Supplemental Resolution that such increased authorization be limited to this Supplemental Resolution). The net amounts authorized to finance Capital Costs (excluding (i) all amounts excluded above, such as original issue discount, underwriters' discount, capitalized interest and Costs of Issuance, (ii) costs financed through the issuance of Refunding Obligations for Savings, and (iii) amounts related to Capital Costs as set forth in clause (iii) of the definition of Capital Costs) pursuant to this Section and made available pursuant to issuances hereunder are hereinafter referred to as the "Series 2009 Net New Money Proceeds". Except as otherwise provided in a related Certificate of Determination, Transportation Revenue Bond Anticipation Notes, Series CP-1 Credit Enhanced issued or to be issued pursuant to the Series CP-1 Notes Resolution, or Bonds to be issued pursuant to the Series CP-1 Series Resolution shall not constitute Series 2009 Bonds and the proceeds thereof shall not be included in the calculations of Series 2009 Net New Money Proceeds or Multiple Credit Series 2009 Net New Money Proceeds. Nothing in this Supplemental Resolution is intended to preclude the issuance of Series 2009 Bonds as Refunding Obligations in accordance with Section 203 of the Resolution, but any such issuance shall be subject to the limitations set forth above respecting net new money proceeds, while issuances of Refunding Obligations for Savings and Refunding Obligations issued to refund any Outstanding Variable Interest Rate Obligations in order to manage interest rate exposure and the risk of accelerated principal payments to credit enhancers in connection with disruptions in the variable rate market shall not be subject to such limitations.

Series 2009 Bonds shall be designated as, and shall be distinguished from the Obligations of all other Series by the title, "Transportation Revenue Bonds, Series 2009" or such other title or titles set forth in the related Certificate of Determination.

The authority to issue Obligations and take related actions granted under previous resolutions of the Issuer shall continue in full force and effect. The authorization to issue the Series 2009 Bonds shall continue in effect until the adoption in 2010 by the MTA Board of a subsequent new money bond issuance supplemental resolution; provided, however, that to the extent the Issuer has pursuant to the provisions hereof (i) issued any Put Obligations or (ii) issued any other Obligations or taken any other action which assumes the future issuance of Obligations based on the authority granted under this Supplemental Resolution, the authority to issue such Obligations and take other related actions shall continue in effect without any further action by the Issuer.

Section 2.02. Purposes. The purposes for which the Series 2009 Bonds are issued shall be set forth in one or more Certificates of Determination and may include the payment of all or any part of the Capital Costs and the refunding or restructuring of all or any portion of any Outstanding Obligations or Parity Debt deemed advisable by an Authorized Officer in accordance with Section 204 of the Resolution, all to the extent and in the manner provided in this Supplemental Resolution.

Section 2.03. Dates, Maturities, Principal Amounts and Interest. The Series 2009 Bonds, except as otherwise provided in the Resolution, shall be dated the date or dates determined in the related Certificate of Determination. The Series 2009 Bonds shall mature on the date or dates and in the year or years and principal amount or amounts, and shall bear interest at the rate or rates per annum, if any, specified in or determined in the manner provided in the related Certificate of Determination.

Section 2.04. Interest Payments. The Series 2009 Bonds shall bear interest from their date or dates and be payable on such date or dates as may be determined pursuant to the related Certificate of Determination. Except as otherwise provided in the related Certificate of Determination, interest on the Series 2009 Bonds shall be computed on the basis of twelve 30-day months and a 360-day year.

Section 2.05. Denominations, Numbers and Letters. Unless otherwise provided in the related Certificate of Determination, the Series 2009 Bonds shall be issued in fully registered form without coupons in the denomination of \$5,000 or any integral multiple thereof.

The Series 2009 Bonds shall be lettered and numbered as provided in the related Certificate of Determination.

Section 2.06. Places of Payment and Paying Agent. Except as otherwise provided in the related Certificate of Determination, principal and Redemption Price of the Series 2009 Bonds shall be payable to the registered owner of each Series 2009 Bond when due upon presentation of such Series 2009 Bond at the principal corporate trust office of the Trustee. Except as otherwise provided in the related Certificate of Determination, interest on the registered Series 2009 Bonds will be paid by check or draft mailed on the interest payment date by the Paying Agent, to the registered owner at his address as it appears on the registration books or, at the option of any Owner of at least one million dollars (\$1,000,000) in principal amount of the Series 2009 Bonds, by wire transfer in immediately available funds on each interest payment

date to such Owner thereof upon written notice from such Owner to the Trustee, at such address as the Trustee may from time to time notify such Owner, containing the wire transfer address (which shall be in the continental United States) to which such Owner wishes to have such wire directed, if such written notice is received not less than twenty (20) days prior to the related interest payment date (such notice may refer to multiple interest payments).

Section 2.07. Sinking Fund Installments. The Series 2009 Bonds, if any, determined in the related Certificate of Determination shall be subject to redemption in part, by lot, on each date in the year or years determined in the Certificate of Determination at the principal amount thereof plus accrued interest up to but not including the date of redemption thereof, from mandatory Sinking Fund Installments which are required to be made in amounts sufficient to redeem on each such date the principal amount of such Series 2009 Bonds.

Section 2.08. Redemption Prices and Terms. The Series 2009 Bonds may also be subject to redemption prior to maturity, at the option of the Issuer, upon notice as provided in Article A-IV of the Resolution, at any time as a whole or in part (and by lot within a maturity if less than all of a maturity is to be redeemed), from maturities designated by the Issuer on and after the date and in the years and at the Redemption Prices (expressed as a percentage of principal amount) determined in the related Certificate of Determination, plus accrued interest up to but not including the redemption date.

Section 2.09. Delegation to an Authorized Officer. 1. There is hereby delegated to each Authorized Officer, subject to the limitations contained in this Supplemental Resolution, the following powers with respect to the Series 2009 Bonds:

(a) to determine whether and when to issue any Series 2009 Bonds constituting Capital Cost Obligations or Refunding Obligations and to determine the amount of the Series 2009 Net New Money Proceeds, the amount of the proceeds of the Series 2009 Bonds to be applied to refunding purposes as well as the specific Obligations or Parity Debt or portions of either to be refunded and the date or dates, if any, on which such Refunded Bonds shall be redeemed, the amount of the Multiple Credit Series 2009 Net New Money Proceeds, and the amount of the proceeds of the Series 2009 Bonds estimated to be necessary to pay the Costs of Issuance of the Series 2009 Bonds and capitalized interest, if any;

(b) to determine the purpose or purposes for which the Series 2009 Bonds are being issued, which shall be one or more of the purposes set forth in Section 2.02 of this Supplemental Resolution;

(c) to determine the principal amounts of the Series 2009 Bonds to be issued for each of the purposes set forth in Section 2.02 of this Supplemental Resolution and whether such principal amounts constitute a separate Series or a subseries of Series 2009 Bonds, which principal amounts (and the aggregate of all such Series and subséries) shall not exceed the principal amounts permitted by Section 2.01 of this Supplemental Resolution, and to determine Accreted Values and Appreciated Values, if applicable;

(d) to determine the maturity date and principal amount of each maturity of the Series 2009 Bonds and the amount and due date of each Sinking Fund Installment, if any;

(e) to determine the date or dates which the Series 2009 Bonds shall be dated and the interest rate or rates of the Series 2009 Bonds or the manner of determining such interest rate or rates; provided, however, that any Obligations issued as Tax-Exempt Obligations shall be subject to a maximum interest rate of not greater than 10% per annum, any Obligations issued as Taxable Obligations shall be subject to a maximum interest rate of not greater than 12% per annum, any Variable Interest Rate Obligations issued as Tax-Exempt Obligations shall be subject to a maximum interest rate of not greater than 12% per annum, any Variable Interest Rate Obligations issued as Taxable Obligations shall be subject to a maximum interest rate of not greater than 18% per annum and any Parity Reimbursement Obligations shall be subject to a maximum interest rate of not greater than 25% per annum, or, in each such case, such higher rate or rates as determined by the Issuer's Board;

(f) to determine the Redemption Price or Redemption Prices, if any, and the redemption terms, if any, for the Series 2009 Bonds; provided, however, that if the Series 2009 Bonds are to be redeemable at the election of the Issuer, the Redemption Price shall not be greater than one hundred three percent (103%) of the principal amount of the Series 2009 Bonds to be redeemed, plus accrued interest thereon up to but not including the date of redemption;

(g) to determine whether the sale of the Series 2009 Bonds shall be conducted on either a negotiated or competitive bid basis and, as applicable, to determine the purchase price for the Series 2009 Bonds to be paid by the purchasers referred to in the Purchase Agreement or the purchase price for the Series 2009 Bonds to be paid by the winning bidder, if such sale is conducted by competitive bid pursuant to a Notice of Sale, in either case as such document is described in Section 2.10 of this Supplemental Resolution, which may include such original issue discount and original issue premium as shall be determined in the related Certificate of Determination; provided, however, that the underwriters' discount reflected in such purchase price shall not exceed \$10.00 for each one thousand dollars (\$1,000) principal amount of the Series 2009 Bonds;

(h) to take all actions required for the Series 2009 Bonds to be eligible under the rules and regulations of The Depository Trust Company ("DTC") for investment and trading as uncertificated securities, to execute and deliver a standard form of letter of representation with DTC and, notwithstanding any provisions to the contrary contained in this Supplemental Resolution, to include in the related Certificate of Determination such terms and provisions as may be appropriate or necessary to provide for uncertificated securities in lieu of Series 2009 Bonds issuable in fully registered form;

(i) to determine whether to issue all or any portion of the Series 2009 Bonds as Tax-Exempt Obligations, Taxable Obligations, Put Obligations, Variable Interest Rate Obligations or as any other form of Obligations permitted by the Resolution and any matters related thereto, including (i) the terms and provisions of any such Obligations, (ii) the selection of remarketing agents, tender agents, auction agents, dealers, bidding agents or any other agents or parties to ancillary arrangements and the terms of any such arrangements, and (iii) the methods for determining the accrual of Debt Service;

(j) to determine the advisability, as compared to an unenhanced transaction, of obtaining one or more Credit Facilities, to select a provider or providers thereof and to

determine and accept the terms and provisions and price thereof, to determine such other matters related thereto as in the opinion of the officer executing the related Certificate of Determination shall be considered necessary or appropriate and to effect such determinations by making any changes in or additions to this Supplemental Resolution required by Credit Facility providers, if any, or required by a Rating Agency in order to attain or maintain specific ratings on the Series 2009 Bonds, or relating to the mechanisms for the repayment of amounts advanced thereunder or payment of fees, premiums, expenses or any other amounts, notices, the provision of information, and such other matters of a technical, mechanical, procedural or descriptive nature necessary or appropriate to obtain or implement a Credit Facility with respect to the Series 2009 Bonds, and to make any changes in connection therewith;

(k) to make such changes in or from the form of this Supplemental Resolution as may be necessary or desirable in order to cure any ambiguities, inconsistencies or other defects;

(l) to determine whether to (i) enter into an escrow agreement or other arrangement in connection with the issuance of Refunding Obligations, including the selection of escrow agents, verification agents and the manner of determining specified matters relating to the defeasance of Obligations and (ii) purchase SLGs or open market securities and the form and substance thereof and any related investment agreement, and to determine the application of any amounts released in connection with any such refunding; and

(m) to determine such other matters specified in or permitted by (i) Sections 202, 203, 204 and A-201 of the Resolution or (ii) this Supplemental Resolution, or to determine matters relating to the payment or defeasance of Obligation Anticipation Notes, including preparation of any documentation therefor.

2. Any Authorized Officer shall execute one or more Certificates of Determination evidencing the determinations made pursuant to this Supplemental Resolution and any such Certificate of Determination shall be conclusive evidence of the determinations of such Authorized Officer, as stated therein. More than one Certificate of Determination may be delivered to the extent more than one Series or subseries of Series 2009 Bonds are delivered from time to time, or other authority is exercised under this Supplemental Resolution from time to time and each such Certificate of Determination shall be delivered to the Trustee prior to the authentication and delivery of the respective Series or subseries of Series 2009 Bonds by the Trustee or other documentation. Determinations set forth in any Certificate of Determination shall have the same effect as if set forth in this Supplemental Resolution. Any such Authorized Officer may exercise any authority delegated under this Supplemental Resolution from time to time following issuance of any Series 2009 Bonds, as appropriate for any purposes, including, in order to change interest rate modes or auction periods, obtain a substitute or additional Credit Facility or to appoint new or additional agents or other parties deemed appropriate to a particular form or mode of Obligation or manner of sale.

Section 2.10. Sale of Series 2009 Bonds. If it is determined that any sale of Bonds shall be conducted on a negotiated basis, each Authorized Officer is hereby authorized to sell and award the Series 2009 Bonds to the purchasers who shall be on the list of underwriters then approved by the Issuer and shall be referred to in the Purchase Agreement or Agreements, which Purchase Agreement or Agreements shall be substantially in the form most recently

executed or delivered by the Issuer in connection with the sale of Obligations, with such revisions to reflect the terms and provisions of the Series 2009 Bonds as may be approved by the officer executing the Purchase Agreement (each, a "Purchase Agreement"). Each Authorized Officer is hereby authorized to agree to the selection of the representative of the underwriters as referred to in the Purchase Agreement or Agreements and to execute and deliver the Purchase Agreement or Agreements for and on behalf and in the name of the Issuer with such changes, omissions, insertions and revisions as may be approved by the officer executing the Purchase Agreement or Agreements, said execution being conclusive evidence of such approval and concurrence in the selection of the representative of the underwriters.

If it is determined that any sale of Bonds shall be conducted on a competitive bid basis, each Authorized Officer is hereby further authorized to conduct the sale and award of the Series 2009 Bonds on the basis of a competitive bid, pursuant to the terms of a notice of sale, including bid form (the "Notice of Sale"), in a form, including any limitations on permitted bidders and a description of the basis for determining the winning bidder or bidders, determined by such Authorized Officer. Each Authorized Officer is hereby authorized to conduct such competitive sale of the Series 2009 Bonds in a manner consistent with this Supplemental Resolution and to utilize the services of the Authority's financial advisor and the services of an electronic bidding service, as such Authorized Officer shall determine, and the execution by such Authorized Officer of a letter of award shall be conclusive evidence of such award.

Each Authorized Officer is hereby authorized to make public and to authorize the use and distribution by said purchasers or other appropriate parties of a preliminary official statement, offering circular, or other disclosure document (the "Preliminary Official Statement") in connection with each public offering or any private placement of the Series 2009 Bonds, in substantially the form most recently executed or delivered by the Issuer in connection with the sale of Obligations, with such changes, omissions, insertions and revisions as such officer shall deem advisable. The Issuer authorizes any of said officers to deliver a certification to the effect that such Preliminary Official Statement or Official Statement, if deemed necessary or appropriate, together with such other documents, if any, described in such certificate, was deemed final as of its date for purposes of Rule 15c2-12 of the Securities and Exchange Commission as applicable.

Each Authorized Officer is hereby authorized to make public and to authorize distribution of a final Official Statement in substantially the form of each Preliminary Official Statement or the most recently executed and delivered Official Statement if there is not a Preliminary Official Statement, with such changes, omissions, insertions and revisions as such officer shall deem advisable, to sign such Official Statement and to deliver such Official Statement to the purchasers of such issue of the Series 2009 Bonds, such execution being conclusive evidence of the approval of such changes, omissions, insertions and revisions.

Each Authorized Officer is hereby authorized to execute and deliver for and on behalf and in the name of the Issuer, to the extent determined by such Authorized Officer to be necessary or convenient, a Continuing Disclosure Agreement, substantially in the form appended to the Purchase Agreement or Notice of Sale, with such changes, omissions, insertions and revisions as such officer shall deem advisable (the "Continuing Disclosure Agreement"), said

execution being conclusive evidence of the approval of such changes, omissions, insertions and revisions.

The proceeds of each good faith check, if any, received by the Issuer from the purchasers of each issue of Series 2009 Bonds under the terms of the related Purchase Agreement or Notice of Sale may be invested by the Issuer pending application of the proceeds of such good faith check for the purposes provided in Section 2.02 of this Supplemental Resolution at the time of the issuance and delivery of such Series 2009 Bonds.

Each Authorized Officer (including any Assistant Secretary of the Issuer) is hereby authorized and directed to execute, deliver, amend, replace or terminate any and all documents and instruments (including any remarketing agreements, tender agency agreements, dealer agreements, broker-dealer agreements, tender agent agreements, or auction agency agreements, any escrow agreements, any investment agreements or arrangements, or any reimbursement agreements or documents or instruments relating to a Credit Facility deemed appropriate to a given form or mode of an Obligation) and to do and cause to be done any and all acts necessary or proper for carrying out each Purchase Agreement or Notice of Sale, each Continuing Disclosure Agreement, the terms of any Credit Facility or other such agreement or arrangement, and the issuance, sale and delivery of each issue of the Series 2009 Bonds and for implementing the terms of each issue of the Series 2009 Bonds and the transactions contemplated hereby or thereby.

When reference is made in this Supplemental Resolution to the authorization of an Authorized Officer to do any act, such act may be accomplished by any of such officers individually.

Section 2.11. Forms of Series 2009 Bonds and Trustee's Authentication Certificate. Subject to the provisions of the Resolution, the form of registered Series 2009 Bonds, and the Trustee's certificate of authentication, shall be substantially in the form set forth in Exhibit One to the Resolution including, if necessary, any changes to comply with the requirements of DTC or the provisions of this Supplemental Resolution or any Certificate of Determination.

Section 2.12. Appointment of Trustee and Paying Agent. Unless otherwise provided by Certificate of Determination; The Bank of New York Mellon, as successor in interest to JPMorgan Chase Bank, N.A. shall be the Trustee under the Resolution and the Paying Agent for the Series 2009 Bonds.

Section 2.13. Payment Agreements. The Board of the Issuer has adopted Guidelines For Entering Into Payment Agreements (the "Guidelines"). The Board of the Issuer, consistent with the Guidelines, hereby authorizes the Chairman, any Vice Chairmen, the Executive Director, the Chief Financial Officer, the Director of Budgets and Financial Management, or the Director of Finance of the Issuer, as well as any officer duly designated as "Acting" in said officer's capacity, from time to time to terminate, amend, supplement, replace, extend or otherwise modify any existing "payment agreements," as defined in the Guidelines which constitute Qualified Swaps at any time for purposes including, but not limited to, the effectuation of a change in the basis for or timing of the payments to be made thereunder,

modifications of the terms or provisions relating to termination provisions, the provision of collateral thereunder, or the granting of option rights to the counterparty, as such Authorized Officer determines to be necessary or desirable and consistent with the terms and provisions of the Guidelines, and to enter into other documents necessary or appropriate to completing any such transaction, substantially in the form of the previously used ISDA Master Agreement, Schedule and Confirmation thereto, or similar products, and to negotiate the terms thereof with any "Authorized Payment Agreement Provider," as hereinafter defined, which shall be the provider of such payment agreement, or competitively bid such payment agreement among any Authorized Payment Agreement Providers, and to make such changes, omissions, insertions and revisions as such officer shall deem advisable, said execution being conclusive evidence of the approval of such changes, omissions, insertions and revisions.

The procurement, negotiation or entering into of any new payment agreement in connection with any Series 2009 Bonds for either new money or refunding purposes, shall require the affirmative prior approval of the Board by amended or new resolution.

For purposes of this Section 2.13, an "Authorized Payment Agreement Provider" shall mean any (i) entity qualified pursuant to a request for qualification, request for proposal or similar process, or (ii) other entity selected by the Chairman, the Executive Director or the Chief Financial Officer, as well as any officer duly designated as "Acting" in said officer's capacity.

Any such Authorized Officer is hereby authorized to find and determine on behalf of the Authority the reasons for entering into any such transactions, including, without limitation, that such transactions are reasonably expected to, among other things, reduce the Issuer's exposure to changes in interest rates and/or are projected to result in a lower net cost of borrowing than other alternatives.

ARTICLE III

DISPOSITION OF SERIES 2009 BOND PROCEEDS

Section 3.01. Disposition of Series 2009 Bond Proceeds. Any proceeds of the sale of the Series 2009 Bonds, other than accrued interest, if any, shall be deposited, simultaneously with the issuance and delivery of the Series 2009 Bonds, at one time or from time to time in one or more Series or subseries, in the Proceeds Account which is deemed to be established for each Series in the Proceeds Fund to be applied, or shall otherwise be applied pursuant to a Certificate of Determination to:

- (a) the payment of all or any part of the Capital Costs;
- (b) the refunding of any Obligations or Parity Debt or portions of either; and
- (c) the balance of such proceeds, exclusive of accrued interest, shall be deposited in the Costs of Issuance Account and applied to the payment of Costs of Issuance or otherwise applied to the payment of Costs of Issuance.

Unless otherwise provided in a Certificate of Determination, the accrued interest, if any, and any capitalized interest, received on the sale of the Series 2009 Bonds shall be deposited in the Debt Service Fund.

ARTICLE IV

TAX COVENANTS AND DEFEASANCE

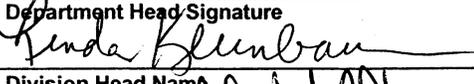
Section 4.01. Tax Covenants Relating to the Series 2009 Bonds. The Issuer covenants that, in order to maintain the exclusion from gross income for Federal income tax purposes of the interest on the Series 2009 Bonds issued as Tax-Exempt Obligations, the Issuer will satisfy, or take such actions as are necessary to cause to be satisfied, each provision of the Code necessary to maintain such exclusion. In furtherance of this covenant, the Issuer agrees to comply with such written instructions as may be provided by Bond Counsel. In furtherance of the covenant contained in the preceding sentence, the Issuer agrees to continually comply with the provisions of any "Arbitrage and Use of Proceeds Certificate" or "Tax Certificate" to be executed by the Issuer in connection with the execution and delivery of any Series 2009 Bonds issued as Tax-Exempt Obligations, as amended from time to time.

Notwithstanding any other provision of the Resolution to the contrary, upon the Issuer's failure to observe, or refusal to comply with, the above covenant (a) the Owners of the Series 2009 Bonds, or the Trustee acting on their behalf, shall be entitled to the rights and remedies provided to Owners or the Trustee under Section 702 of the Resolution, and (b) neither the Owners of the Obligations of any Series or holders of any Parity Debt (other than the Series 2009 Bonds or the Trustee acting on their behalf), nor the Trustee acting on their behalf, shall be entitled to exercise any right or remedy provided to the Owners, the Parity Debt holders or the Trustee under the Resolution based upon the Issuer's failure to observe, or refusal to comply with, the above covenant.

The provisions of the foregoing covenants set forth in this Section shall not apply to any Series 2009 Bonds, including any subseries thereof, which the Issuer determines pursuant to the applicable Certificate of Determination to issue as Taxable Obligations.

Section 4.02. Defeasance. In the event the Issuer shall seek, prior to the maturity or redemption date thereof, to pay or cause to be paid, within the meaning and with the effect expressed in the Resolution, all or less than all Outstanding Series 2009 Bonds issued as Tax-Exempt Obligations and the provisions of Section 4.01 hereof shall then be of any force or effect, then, notwithstanding the provisions of Article A-XI of the Resolution, the Series 2009 Bonds issued as Tax-Exempt Obligations which the Issuer then seeks to pay or cause to be paid shall not be deemed to have been paid within the meaning and with the effect expressed in Section A-1101 of the Resolution unless (i) the Issuer has confirmed in writing that the Owners of the Series 2009 Bonds issued as Tax-Exempt Obligations which the Issuer then seeks to pay or cause to be paid will continue, after such action, to have the benefit of a covenant to the effect of the covenant of the Issuer contained in Section 4.01 hereof or (ii) there shall have been delivered to the Trustee an Opinion of Bond Counsel to the effect that non-compliance thereafter with the applicable provisions of the Code will not affect the then current treatment of interest on the Series 2009 Bonds issued as Tax-Exempt Obligations in determining gross income for Federal income tax purposes.

Staff Summary

Subject Request for Authorization to Award Various Procurements
Department Administration
Department Head Name Linda Kleinbaum
Department Head Signature 
Division Head Name Clifford Shockley 

Date November 5, 2009
Vendor Name Various
Contract Number Various
Contract Manager Name Various
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance	11/16/09			
2	Board	11/18/09			

Internal Approvals			
Order	Approval	Order	Approval
			Office of Civil Rights
	Executive Director		Legal
3	Budgets & Financial Mgmt. <i>J.M.Z.</i>		EITG
1	Procurement <i>CS</i>	2	Administration

PURPOSE:

To obtain approval of the Board to award various contracts/contract modifications and purchase orders, as reviewed by the MTA Finance Committee.

DISCUSSION:

MTAHQ proposes to award Non-competitive procurements in the following categories:

# of Actions	\$ Amount
None	- 0 -

MTAHQ proposes to award Competitive procurements in the following categories:

Schedules Requiring Majority Vote

Schedule F: Personal Service Contracts

	1	\$765,087.54
SUBTOTAL	1	\$765,087.54

MTAHQ presents the following procurement actions for Ratification:

	None	- 0 -
TOTAL	1	\$765,087.54

BUDGET IMPACT: The purchases/contracts will result in obligating MTAHQ operating and capital funds in the amount listed. Funds are available in the current MTAHQ operating/capital budgets for this purpose.

RECOMMENDATION: That the purchases/contracts be approved as proposed. (Items are included in the resolution of approval at the beginning of the Procurement Section.)

BOARD RESOLUTION

METROPOLITAN TRANSPORTATION AUTHORITY

WHEREAS, in accordance with Section 1265-a and Section 1209 of the Public Authorities Law and the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive purchase and public work contracts, and the solicitation and award of request for proposals in regard to purchase and public work contracts; and

WHEREAS, in accordance with the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive miscellaneous procurement contracts, and certain change orders to procurement, public work, and miscellaneous procurement contracts; and

WHEREAS, in accordance with Section 2879 of the Public Authorities Law and the All Agency Guidelines for Procurement of Services, the Board authorizes the award of certain service contracts and certain change orders to service contracts.

NOW, upon the recommendation of the Executive Director, the Board resolves as follows:

1. As to each purchase and public work contract set forth in the annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.
2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals and authorizes the solicitation of such proposals.
3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.
4. The Board ratifies each action taken set forth in Schedule D for which ratification is requested.
5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; v) the contract modifications to purchase and public work contracts set forth in Schedule I; and vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.
6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.
7. The Board authorizes the budget adjustments to estimated quantity contracts set forth in Schedule L.

LIST OF PROCUREMENTS FOR BOARD APPROVAL, NOVEMBER 2009
COMPETITIVE PROCUREMENTS

METROPOLITAN TRANSPORTATION AUTHORITY

Procurements Requiring Majority Vote:

F. Personal Service Contracts

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

- | | |
|---|---------------------|
| 1. Skyline Connections, Inc. | \$765,087.54 |
| Web-based Contract Compliance System | (Fixed) |
| For MTA Office of Civil Rights | |
| Contract No. 07167-0100 | |

Competitively negotiated – 4 proposals – 5 years

Contractor to provide a proprietary web-based Contract Compliance System for the MTA Office of Civil Rights (OCR). This system will automate the processes involved in certifying Minority, Women and Disadvantaged Business Enterprises (M/W/DBE), and gathering and monitoring M/W/DBE participation data. The system will allow firms to submit their certification applications online, which is not currently done. This web-based system will provide OCR with a more efficient contract integrity monitoring process that will: 1) track M/W/DBE subcontracts at all agencies for every prime contractor and subcontractor; 2) monitor the firms with respect to compliance with M/W/DBE participation commitments; 3) generate notifications, form letters and emails; 4) generate key regulatory reports, such as semi-annual FTA reports, quarterly New York State reports, quarterly MTA Board reports, special request reports and various internal management reports; and 5) give MTA agencies the ability to upload contract information.

Of the four proposals that were received, two were deemed non-responsive because they did not meet the technical requirements of the RFP. After negotiations with the two short-listed firms, Skyline and CherryRoad Technologies, it was determined by the Selection Committee that Skyline's offer presented the best technical solution at a substantially lower cost. The fixed cost of \$765,087.54 negotiated with Skyline is \$1,953,950.26 or 71.86% lower than the cost of \$2,719,037.80 proposed by CherryRoad. Skyline's off-the-shelf software, which is in use at other governmental organizations (e.g., Washington, D.C. DOT, NYS Dormitory Authority, Empire State Development Corp., etc.) meets 75% to 80% of MTA's needs and requires only two modifications to meet all of MTA's requirements. CherryRoad's proposal would have to build the software from scratch because they did not have an existing, off the shelf product. Based on the above factors and savings, the fixed price of \$765,087.54 negotiated with Skyline, which includes five years of software maintenance and support, is deemed fair and reasonable.

Schedule E: Miscellaneous Procurement Contracts



Item Number: **E**

Vendor Name (& Location) Harris Stratex Networks, Inc.
Description Network Management System Support Services
Contract Term (including Options, if any) Three Years
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source

Contract Number 0000068069	AWO/Modification #
Renewal?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount:	\$255,000 Not-to-exceed
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Procurement & Material Management, Anthony J. Bombace, Jr.	

Discussion:

Non-competitive, negotiated, three (3)-year miscellaneous procurement contract with Harris Stratex Networks, the Original Software Developer, to provide software support services for Metro-North's Network Management System (NMS). As a result of a competitively negotiated 2005 contract to integrate & install a MNR system-wide Fiber Optic Communication System, the awarded contractor, GE Transportation, included the Harris NMS system to monitor and report real-time status of the overall network and provide diagnostic information related to the entire communication network and related subsystems.

The NMS, which is an exclusive and proprietary product of Harris, requires on-going maintenance and software support services in order for MNR's staff to successfully monitor and maintain optimal performance of the fiber optic communication network. The NMS software is proprietary to Harris Stratex, and software support and modifications are provided solely by Harris Stratex. Software support includes 24/7 telephone technical support, software fixes and patches, and software updates and enhancements. Joint procurement with LIRR was not possible as they do not utilize any of Harris Stratex products and related services, and do not plan to implement the Harris NMS system on LIRR's fiber optic network. Support services begin in January 2010.

A three (3)-year software maintenance contract was negotiated and resulted in the following: a 25% discount from Harris Stratex' commercial rates and three (3)-year fixed rates during the new term ('09-'12). The overall cost of the new contract has increased only 1.25% from the overall costs paid for the prior contract ('06-'09). This procurement is to be funded by the MNR Operating Budget.

Schedule F: Personal Service Contracts

Staff Summary



Item Number:					
Dept & Dept Head Name: Procurement & Logistics; Dennis Mahon <i>[Signature]</i> 4/29/09					
Division & Division Head Name: Maintenance of Equipment, Michael Gelormino					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	11.09.09			
2	MTA Board	11.18.09			
Internal Approvals					
Order	Approval	Order	Approval		
6	President <i>[Signature]</i>	3	VP/CFO <i>[Signature]</i>		
5	Executive VP <i>[Signature]</i>	2	Sr. VP/Operations <i>[Signature]</i>		
4	VP/Gen'l Counsel & Sec'y <i>[Signature]</i>	1	Sr. VP/Administration <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name	Contract Number
HK Systems Corp.	TBD
Description Technical Support Services for Material Handling System and Train Movement Alarm Systems	
Total Amount \$125,000 Not-to-Exceed	
Contract Term (including Options, if any) 3 Year Contract	
Options(s) included in Total Amount: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-Competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative:

I. PURPOSE/RECOMMENDATION

LIRR requests MTA Board approval to award a three-year Sole Source Contract to HK Systems Corp. (HK) in an amount not-to-exceed \$125,000 to provide both on-site and off-site Technical Services required to support LIRR's Automated Material Handling System (AMHS) and Train Movement Alarm Systems (TMAS). The AMHS is vital in allowing the LIRR Stores department to provide seamless, timely responses to material requests, which support Life Cycle Maintenance and State-of-Good Repair activities. The TMAS is essential for car shop operations and ensures the safe movement of trains in and out of the Hillside Facility.

II. DISCUSSION

This contract provides for two scheduled on-sites visits per year for a minimum of four days per visit over the 3-year term of the contract. The scheduled visits are for HK technical personnel to perform inspections and to provide scheduled maintenance to the systems so that they remain a state of good repair. Additionally, the HK technicians will provide training for LIRR forces during these scheduled site visits, if requested to do so, at no additional cost. Also included in this contract are provisions for off-site phone support, as well as emergency on-site support, as requested by LIRR, to perform unscheduled maintenance and repairs. HK Systems has been providing technical support and spare parts for these systems since their installation in 2007.

HK Systems is the Original Equipment Manufacturer for these systems and therefore, the single responsible source for this service. LIRR advertised its intent to award a sole source procurement in the NYS Contract Reporter and the New York Post and no other vendor expressed interest in competing for this work. These systems are unique to LIRR due to its operation and equipment and therefore there was no opportunity to pursue a joint procurement for these services.

Schedule F: Personal Service Contracts

Staff Summary



Page 2 of 2

The labor rate for the current contract is fixed through the three-year period and represents a 1.25% annual increase over the previous contract. The fixed portion of the contract (\$75,600) is for the scheduled visits and represents 60% of the not-to-exceed value. The remaining \$49,400 of the not-to-exceed amount is set aside to be authorized on as required basis for unscheduled and emergency repairs. The hourly labor rates and per diem travel expenses for emergency on-site support have been reviewed and deemed to be fair and reasonable. In addition, the off-site phone support is billed as a lump sum only after LIRR exceeds the amount of 72 calls over the contract period. The LIRR did not exceed the allowable amount of calls with the previous contract therefore no charges were incurred. Additionally, HK has certified that prices offered are equal to or less than prices quoted to their most favored customer. The pricing for this contract has been deemed to be fair and reasonable.

III. D/M/WBE INFORMATION

There are no M/W/DBE goals for this solicitation.

IV. IMPACT ON FUNDING

This contract is funded by LIRR's operating budget.

V. ALTERNATIVES

None at this time. HK Systems is the Original Equipment Manufacturer who developed and manufactured both the AMHS and TMAS systems, which are proprietary to them. HK Systems is the only known responsible source for these services.

Schedule A: Non-Competitive Purchases and Public Work Contracts

 Item Number: **1**

(Final)

Vendor Name (& Location) Verizon Network Integration, Corp., New York, NY	Contract Number 100967	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Description Conduit and Fiber Optic Cable	Total Amount: \$144,233.08	
Contract Term (including Options, if any) Four Months	Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Requesting Dept/Div & Dept/Div Head Name: Technology, Tariq Habib	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	Contract Manager: Nancy Lackenbauer	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source		

Discussion:

To obtain approval in accordance with the All-Agency Procurement Guidelines to award a sole source public work contract, Contract 100967, to Verizon Network Integration Corp. (Verizon) located at 560 Lexington Ave., 8th floor, NY, NY that will require the Contractor to provide all labor and materials to install conduit and fiber optic cable at the Henry Hudson Bridge facility to Verizon's Manhattan central office. The value of this procurement is \$144,233.08 over a period of 4 months.

The Authority requires Verizon to install new fiber optic cable from the Henry Hudson service building PBX room to Verizon's Thayer Street central office in Manhattan. Verizon owns, operates and maintains a fiber optic cable that provides leased line voice and data communication services at the Henry Hudson Bridge's service building. This cable currently runs across the upper level of the bridge from Verizon's site in the Bronx to the service building on the Manhattan side of the bridge. Due to planned construction work at the bridge the conduit and cable that runs along the span must be removed. Instead of replacing the conduit on the bridge, the conduit and cable will be installed from the PBX room in the service building to Verizon's Manhattan central office on Thayer Street. This work will enable the Authority to maintain uninterrupted voice and data service at the facility throughout the construction project. B&T advertised its intent to award a sole source contract to Verizon in the NYS Contract Reporter and local newspapers. No other firm expressed an interest in participating in this procurement. Verizon's proposed cost of \$144,233.08 is 51% less than the user's estimate of \$294,075. The Authority initiated negotiations, however, Verizon declined to reduce its proposal. The price is considered to be fair and reasonable. Verizon has performed satisfactorily under previous B&T contracts. After review, Verizon was determined to be a responsible contractor. Funding is available in the Authority's Operating Budget under G.L. # 7030.

Schedule E: Miscellaneous Procurement Contracts



Item Number: 3

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

Contract Number 09H0162	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount:	\$ 3,277,042.00 (Est.)
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Division of Technology and Information Services, Sidney Gellineau	

Discussion:

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

Staff Summary

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

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

Narrative

I. PURPOSE/RECOMMENDATION:

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

Contract Number/Firms

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

II. DISCUSSION:

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

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

proactive in seeking new candidates as the selected five.

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

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

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

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

MBE/WBE

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

PREVIOUS WORK OF THE SELECTED CONSULTANTS FOR MTA OR AFFILIATES

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

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

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

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

III. IMPACT ON FUNDING:

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

IV. ALTERNATIVES:

Perform the work using in-house personnel. Currently, there are insufficient in-house personnel resources to perform the specific tasks required under the scope of work for this project.

V. CAPITAL PROGRAM REPORTING:

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

Schedule G: Miscellaneous Service Contracts



Item Number: 4

Vendor Name (& Location) Spacesaver Systems of New Jersey (Phillipsburg, NJ)
Description Preventive and remedial maintenance for storage units
Contract Term (including Options, if any) Five years
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Sole Source

Contract Number U-A274311	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount:	\$600,668.00 (not-to-exceed)
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Division of Supply Logistics, Edward Spellman	

Discussion:

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

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Schedule C: Competitive Request for Proposal (Award of Purchase and Public Work Contracts)

STAFF SUMMARY

Page 1 of 2



Item Number 3					
Dept & Dept Head Name: East Side Access, A. Paskoff					
Division and Division Head Name: <i>A. Paskoff</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
	Capital Construction, Planning & RE	11/9/09	X		
	Finance	11/16/09	X		
	Board	11/18/09	X		
Internal Approvals					
Order	Approval	Order	Approval		
3	VP Project Controls	6	President		
2	Chief Budget Officer	5	Sr. VP General Counsel		
1	Dir, Procurement	4	Chief Financial Officer		

SUMMARY INFORMATION	
Vendor Name Schiaivone/Kiewit, a Joint Venture	Contract Number CQ039
Description Northern Boulevard Crossing	
Total Amount \$84,950,000	
Contract Term 24 Months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE/RECOMMENDATION:

To obtain Board approval to award Contract CQ039, Northern Boulevard Crossing for the East Side Access ("ESA") Project to Schiaivone/Kiewit, a Joint Venture, in the amount of \$84,950,000 and for a period of 24 months.

II. DISCUSSION:

On October 29, 2008, the Board adopted a resolution declaring that competitive bidding was impractical or inappropriate and that it was in the public interest to issue a competitive Request for Proposal ("RFP"), pursuant to Article IIIF of the All Agency Procurement Guidelines for Contract CQ039, Northern Boulevard Crossing for the East Side Access Project.

The scope of work includes a soft-ground bored tunnel beneath Northern Boulevard, providing and maintaining temporary construction services and facilities, design and installation for ground treatment, ground freezing, and underpinning systems, design for support of excavation, sequence, initial support and lining systems, relocation of utilities, operating and maintaining de-watering operations, excavation and stockpiling of excavated material, furnishing, maintaining and collecting data from instrumentation, excavation and installation of initial support and installation of waterproofing and permanent tunnel lining.

The RFP was advertised and issued as a one-step process in January 2009. A total of seventeen (17) firms requested the RFP of which seven (7) were identified as potential prime contractors or joint venture partners. Proposals were due on May 7, 2009 and one response, from Schiaivone/Kiewit, a Joint Venture (which is a joint venture comprised of Schiaivone Construction Co. LLC, Inc. and Kiewit Constructors Inc.) was received. In advance of this procurement, MTACC had conducted outreach efforts to encourage contractor participation on our solicitations. MTACC conducted a market survey of the prime firms who obtained the CQ039 solicitation package but did not submit a proposal. In general, the responding firms indicated that they either had a scheduling conflict with the work or they required a joint venture partner to perform the work (due to limits in their financial or technical capacity) but were unsuccessful in finding such a partner. Furthermore, MTACC believes that competition on this solicitation was limited due to national and international firms' unwillingness to venture into the New York City market and other firms' determination that the risk of the work specified for the contract was too great.

The Selection Committee evaluated the proposal based on the RFP evaluation criteria which included the proposer's relevant experience, technical proposal, and other factors. The selection committee found the technical proposal submitted by the proposer to be acceptable and recommended entering negotiations with the joint venture.

Schiaivone/Kiewit, a Joint Venture ("SK") supplied a proposal which contained two cost proposals: an original cost proposal of \$93,922,000 representing the base project as designed and an alternate cost proposal of \$96,877,000 representing SK's proposed means of construction. MTACC's estimate for this work is \$57,351,419. Numerous negotiation meetings were held with the proposer and revised proposals were requested and received. The discussions focused on those items reflecting the greatest discrepancy with the internal estimate and the construction schedule. Discussions were also held on technical approach to reduce risk that may have added cost to the proposal or schedule.

During the course of discussions on risk, the parties were able to come to a better understanding of risk allocations between the parties such that SK was confident in abandoning their alternate proposed method which had placed a much larger portion of the risk on the MTACC than the RFP base method.

After the conclusion of negotiations, a final BAFO was requested. SK's BAFO was for \$84,950,000 for work under the contract while MTACC's revised estimate is \$73,330,049. The discrepancy between the estimate and the negotiated price is due to a number of factors. The majority of the difference is in the cost of excavation, temporary support and final concrete lining. The excavation and temporary support work carries significant risk and SK added higher contingencies than the project had estimated for these factors.

Each of the JV partners submitted Responsibility Questionnaires and responsibility and integrity checks were performed by MTACC Procurement and NYCT Vendor Relations. Significant adverse information ("SAI"), within the meaning of the All Agency Responsibility Guidelines, was found on both Schiavone Construction Co. LLC ("Schiavone") and Kiewit Constructors Inc ("Kiewit"). In 1985, as a result of 1984 grand jury indictment in Bronx County, NYDOT and NYCDEP declined to award contracts for which Schiavone was the low bidder. Charges against two individuals were dismissed by the judge and in 1987 not guilty verdicts were returned by jury on all defendants. In 2001, Schiavone voluntarily excluded itself from bidding on the NJDOT Victory Bridge project. This was in accordance with a supplemental agreement between Schiavone and NJDOT. Schiavone had been the low bidder on the design/build project and was unable to resolve design issues with NJDOT during the final design phase of the project; with Schiavone's agreement not to bid on the project NJDOT re-bid the project as a design-bid-build procurement without further incident involving Schiavone. In February 2008, Schiavone received search warrants and a subpoena duces tectum for various project records from the US Attorney's Office and the US Department of Labor related to their compliance with guidelines for participation by minority owned businesses in contracts. Schiavone is cooperating with the investigation.

Prior to 1981 four former affiliate companies: Peter Kiewit Sons, Prairie States Construction Co., Missouri Valley Construction Co. and Big Horn Construction Co. were accused of bid rigging activities. Those companies pleaded no contest or guilty resulting in debarments or suspensions of those companies and the following affiliated companies: Gilbert Corporation of Delaware, Gilbert Central Corp. and Kiewit Eastern Corp. Gilbert Central Corp. and Kiewit Eastern merged into Kiewit Construction Company in 1992 and that entity remains the only currently active entity of all the companies discussed above. The suspensions of the Gilbert and Kiewit companies were based on their affiliation with the other firms and not on any actions of their own. No indictments were issued and the firms were subsequently reinstated with the respective agencies. In 1990, Kiewit Pacific Co. ("KPC"), an affiliate of Kiewit Constructor's parent Kiewit Construction Co. was charged with unlawful disposal of contaminated materials in one of its construction yards. KPC plead nolo contendere to a one count misdemeanor and paid a fine and performed a remediation. In 1994 KPC was charged with two misdemeanor counts relating to a piece of equipment running over a protected species bird. KPC plead nolo contendere to both counts and paid fines to the Court and Fish & Game. In August 2007 Kie-Con a division of KPC was served with a Grand Jury Subpoena from the US Attorney's Office seeking information on waste water disposal and batch plant records at Kie-Con's Antioch California plant. In November 2007 the Contra Costa County DA's Office notified Kie-Con that they intended to file a complaint relating to alleged unlawful discharges from the plant. The DA reports the matter is unresolved at this time and that they may decide upon civil or criminal charges at a later time. Kiewit reports that in December 2007 the two parties entered into a tolling agreement and that they are continuing to cooperate with the US Attorney and the DA.

These issues have been previously disclosed and both Schiavone and Kiewit have been awarded MTA contracts since their disclosure. Despite the existence of the above referenced SAI, MTACC recommends that SK, be found responsible. A SAI memorandum for the approval of the Chairman and Executive Director to find Schiavone and Kiewit responsible notwithstanding SAI is circulating concurrently with this Staff Summary. Award of this Contract will not be made without his approval.

III. MBE/WBE INFORMATION:

The Contract has 6% DBE goals. This contract will not be awarded until OCR has approved SK's DBE participation submittals.

IV. IMPACT ON FUNDING:

Funding for this Contract is available in the 2005 – 2009 Capital Program for the ESA Project.

V. ALTERNATIVES:

There are no viable alternatives for performing this work at this time. Given the complexity of the contract and previous outreach efforts conducted, re-soliciting will not necessarily result in finding additional firms to compete for this work and would cause unacceptable delays to the project. There are no viable alternatives for performing this work at this time.

Schedule H: Modifications to Personal & Miscellaneous Service Contracts

Item Number: 1

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

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

Discussion:

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

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

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

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

The proposed increase in the CCM contract budget and duration is the result of the specific workload implications of the changes in the project design and construction plan. One of the CCM's major tasks is to provide preconstruction support during design development, including contract packaging, constructability reviews, cost estimating, and procurement support. In particular, the CCM has expended a significant number of hours reviewing the various iterations of the design over the extended design period, carrying out constructability reviews of the numerous conceptual

design/preliminary engineering and final design packages. In addition, the current nine-contract packaging plan is far more complex than the original, and the CCM has expended significant resources sequencing work.

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

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

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2009 Mid-Year Forecast
Consolidated Accrual Statement of Operations by Category
September 2009
(\$ in millions)

	Nonreimbursable			Reimbursable			Total		
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)		
	Mid-Year Forecast	Actual	Percent	Mid-Year Forecast	Actual	Percent	Mid-Year Forecast	Actual	Percent
Revenue									
Farebox Revenue	\$378.0	\$382.1	1.1	\$0.0	\$0.0	-	\$378.0	\$382.1	1.1
Vehicle Toll Revenue	113.5	118.6	4.5	0.0	0.0	-	113.5	118.6	4.5
Other Operating Revenue	33.6	41.2	22.5	0.0	0.0	-	33.6	41.2	22.5
Capital & Other Reimbursements	0.0	0.0	-	119.3	117.8	(1.3)	119.3	117.8	(1.3)
Total Revenue	\$525.1	\$541.9	3.2	\$119.3	\$117.8	(1.3)	\$644.5	\$659.7	2.4
Expenses									
Labor									
Payroll	\$346.4	\$343.1	3.3	\$45.8	\$44.4	1.4	\$392.2	\$387.5	4.7
Overtime	37.4	40.4	(8.0)	6.8	10.0	(3.3)	44.2	50.5	(14.2)
Health and Welfare	60.1	53.3	6.7	4.4	4.2	0.3	5.8	5.5	7.0
OPEB Current Payment	30.4	34.0	(3.6)	0.1	0.1	0.0	30.6	34.1	(3.6)
Pensions	37.0	37.0	0.0	3.0	2.6	0.4	40.0	39.6	0.4
Other Fringe Benefits	39.9	36.5	3.4	11.2	12.0	(0.8)	51.1	48.5	2.6
Reimbursable Overhead	(26.9)	(29.6)	2.7	26.8	29.5	(2.6)	(0.1)	(0.2)	0.1
Total Labor Expenses	\$524.4	\$514.7	9.7	\$95.2	\$102.8	(4.7)	\$622.6	\$617.5	0.8
Non-Labor									
Traction and Propulsion Power	\$29.4	\$27.8	1.5	\$0.0	\$0.0	0.0	\$29.4	\$27.9	1.5
Fuel for Buses and Trains	17.6	16.2	1.5	0.0	0.0	0.0	17.6	16.2	1.5
Insurance	3.9	2.9	1.1	0.5	0.6	(0.1)	4.5	3.5	1.0
Claims	13.2	17.0	(3.8)	0.0	0.0	0.0	13.2	17.0	(3.8)
Paratransit Service Contracts	29.6	32.1	(2.5)	0.0	0.0	0.0	29.6	32.1	(2.5)
Maintenance and Other Operating Contracts	60.4	48.3	12.1	4.8	2.4	2.4	65.1	50.7	14.5
Professional Service Contracts	22.5	16.2	6.3	5.0	3.0	2.0	27.5	19.2	8.3
Materials & Supplies	48.1	43.1	6.0	10.4	8.9	1.5	59.5	51.9	7.5
Other Business Expenses	14.6	12.7	1.8	0.5	0.1	0.3	15.0	12.9	2.2
Total Non-Labor Expenses	\$240.2	\$216.2	\$23.9	\$21.2	\$15.0	\$6.2	\$261.3	\$231.3	\$30.1
Other Expense Adjustments:									
Other	\$1.6	\$0.3	\$1.3	\$0.0	\$0.0	\$0.0	\$1.6	\$0.3	\$1.3
General Reserve	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Other Expense Adjustments	\$1.6	\$0.3	\$1.3	\$0.0	\$0.0	\$0.0	\$1.6	\$0.3	\$1.3
Total Expenses before Non-Cash Liability Adjts.	\$766.2	\$731.2	\$34.9	\$119.3	\$117.8	\$1.5	\$885.5	\$849.1	\$36.4
Depreciation	\$167.5	\$168.2	(\$0.7)	\$0.0	\$0.0	\$0.0	\$167.5	\$168.2	(\$0.7)
OPEB Obligation	304.3	307.6	(3.3)	0.0	0.0	0.0	304.3	307.6	(3.3)
Environmental Remediation	0.5	3.3	(2.8)	0.0	0.0	0.0	0.5	3.3	(2.8)
Total Expenses	\$1,238.4	\$1,210.4	\$28.0	\$119.3	\$117.8	\$1.5	\$1,357.7	\$1,328.2	\$29.5
Net Surplus/(Deficit) excluding Subsidies and Debt Service	(\$713.3)	(\$668.5)	\$44.7	(\$0.0)	\$0.0	\$0.0	(\$713.3)	(\$668.5)	\$44.7
Subsidies	\$140.6	\$111.6	(\$29.0)	\$0.0	\$0.0	\$0.0	\$140.6	\$111.6	(\$29.0)
Debt Service	134.7	112.3	22.4	0.0	0.0	0.0	134.7	112.3	22.4

Note - Results are preliminary and subject to audit review.
Differences are due to rounding
* Variance Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2009 Mid-Year Forecast
Consolidated Accrual Statement of Operations by Category
September Year-To-Date
 (\$ in millions)

	Nonreimbursable			Reimbursable			Total		
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)		
	Mid-Year Forecast	Actual	Percent	Mid-Year Forecast	Actual	Percent	Mid-Year Forecast	Actual	Percent
Revenue									
Farebox Revenue	\$3,196.9	\$3,207.3	0.3	\$0.0	\$0.0	-	\$3,196.9	\$3,207.3	0.3
Vehicle Toll Revenue	989.9	983.2	1.4	0.0	0.0	-	989.9	983.2	1.4
Other Operating Revenue	329.5	360.9	9.5	0.0	0.0	-	329.5	360.9	9.5
Capital & Other Reimbursements	0.0	0.0	-	1,045.8	1,046.2	0.0	1,045.8	1,046.2	0.0
Total Revenue	\$4,496.2	\$4,551.3	1.2	\$1,045.8	\$1,046.2	0.0	\$5,542.0	\$5,597.6	1.0
Expenses									
Labor									
Payroll	\$3,108.1	\$3,099.6	0.3	\$403.1	\$396.4	0.6	\$3,511.2	\$3,496.1	0.4
Overtime	357.9	368.6	(10.7)	73.3	83.7	(10.4)	431.2	452.2	(21.0)
Health and Welfare	532.8	521.7	11.1	2.1	35.2	0.9	568.9	556.9	12.0
OPEB Current Payment	261.7	253.5	8.3	3.2	1.0	0.1	262.8	254.4	8.3
Pensions	877.3	872.3	5.0	42.1	42.0	0.1	919.4	914.3	5.1
Other Fringe Benefits	354.8	345.4	9.4	101.5	102.9	(1.4)	456.3	448.3	8.0
Reimbursable Overhead	(242.2)	(244.2)	2.0	240.1	242.2	(2.1)	(2.1)	(2.0)	(0.1)
Total Labor Expenses	\$5,250.4	\$5,216.8	33.6	\$697.3	\$903.5	(6.2)	\$6,147.8	\$6,120.3	0.4
Non-Labor									
Traction and Propulsion Power	\$263.6	\$248.5	15.1	\$0.1	\$0.2	(80.1)	\$263.6	\$248.7	15.0
Fuel for Buses and Trains	142.2	136.0	6.2	4.3	0.0	(0.0)	142.2	136.0	6.1
Insurance	31.6	17.2	14.4	4.4	4.0	0.3	35.9	14.7	14.7
Claims	120.0	147.2	(27.2)	0.5	2.3	(1.8)	120.6	149.5	(28.9)
Paratransit Service Contracts	289.7	271.9	(2.3)	0.0	0.0	(0.0)	289.7	272.0	(2.3)
Maintenance and Other Operating Contracts	461.0	411.4	49.6	41.3	41.5	(0.2)	502.4	452.9	49.5
Professional Service Contracts	146.8	130.9	15.9	33.4	29.6	3.8	180.2	160.5	19.7
Materials & Supplies	430.2	402.1	28.1	6.5	67.3	2.9	497.5	466.4	31.1
Other Business Expenses	148.4	149.3	(0.9)	1.5	0.8	0.7	149.9	150.0	(0.1)
Total Non-Labor Expenses	\$2,013.4	\$1,914.4	99.0	\$148.5	\$142.7	5.7	\$2,161.8	\$2,057.1	104.7
Other Expense Adjustments									
Other	(\$28.1)	(\$33.3)	\$5.1	\$0.0	\$0.0	\$0.0	(\$28.1)	(\$33.3)	\$5.1
General Reserve	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Other Expense Adjustments	(\$28.1)	(\$33.3)	\$5.1	\$0.0	\$0.0	\$0.0	(\$28.1)	(\$33.3)	\$5.1
Total Expenses before Non-Cash Liability Adjs.	\$7,235.7	\$7,097.9	\$137.8	\$1,045.8	\$1,046.2	(0.0)	\$8,281.5	\$8,144.2	\$137.3
Depreciation	\$1,456.4	\$1,440.7	\$15.7	\$0.0	\$0.0	\$0.0	\$1,456.4	\$1,440.7	\$15.7
OPEB Obligation	1,037.9	1,066.6	(28.7)	0.0	0.0	0.0	1,037.9	1,066.6	(28.7)
Environmental Remediation	6.1	9.7	(3.6)	0.0	0.0	0.0	6.1	9.7	(3.6)
Total Expenses	\$9,736.1	\$9,614.9	\$121.2	\$1,045.8	\$1,046.2	(0.0)	\$10,781.9	\$10,661.1	\$120.7
Net Surplus/(Deficit) excluding Subsidies and Debt Service	(\$5,239.8)	(\$5,063.6)	\$176.2	(\$0.0)	\$0.0	\$0.0	(\$5,239.8)	(\$5,063.6)	\$176.2
Subsidies	\$3,039.4	\$2,994.0	(\$45.3)	\$0.0	\$0.0	\$0.0	\$3,039.4	\$2,994.0	(\$45.3)
Debt Service	1,096.8	1,055.5	41.3	0.0	0.0	0.0	1,096.8	1,055.5	41.3

Note - Results are preliminary and subject to audit review.
 Differences are due to rounding
 * Variance Exceeds 100%

**METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
September 2009
(\$ in millions)**

YEAR-TO-DATE

SEPTEMBER

Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable)		Reason for Variance	Favorable (Unfavorable)		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	4.1	1.1	NYCT and MTA Bus were favorable by \$5.0M and \$0.8M, respectively, mainly due to higher-than-forecasted ridership. Partially offsetting these were unfavorable variances of (\$1.2M), and (\$0.4M) at MNR and the LIRR, respectively.	10.4	0.3	NYCT and MTA Bus were favorable by \$21.1M and \$1.9M, respectively, mainly due to higher-than-forecasted ridership. Partially offsetting these were unfavorable variances of (\$8.9M), (\$3.2M), and (\$0.5M) at MNR, the LIRR and LIB, respectively.
Vehicle Toll Revenue	NR	5.1	4.5	Toll revenue was greater-than-forecasted primarily due to higher traffic and a slightly higher average toll.	13.2	1.4	Toll revenue was greater-than-forecasted primarily due to higher traffic and a slightly higher average toll.
Other Operating Revenue	NR	7.6	22.5	FMTAC was \$5.5M favorable primarily due to favorable developments in unrealized income from the invested asset portfolio. FMTAC revenues and expenses do not directly impact MTA cash balances. MNR was \$1.1M favorable due to higher-than-projected advertising, GCT retail and station revenue. The LIRR was \$0.5M favorable due to the timing of station advertising revenues. B&T and MTA Bus were each \$0.3M favorable due to higher-than-forecasted E-ZPass fees and the timing of student fare revenue, respectively. These were partially offset by an unfavorable variance at NYCT of (\$0.2M) which was mainly due to reduced paratransit Urban Tax revenues.	31.4	9.5	FMTAC was \$23.4M favorable primarily due to favorable developments in unrealized income from the invested asset portfolio. FMTAC revenues and expenses do not directly impact MTA cash balances. MNR was \$3.5M favorable due to higher-than-projected advertising, net GCT retail, station concessions and commissary revenue. The LIRR was \$2.9M favorable due to the timing of station advertising revenues. B&T was \$1.5M favorable due to higher-than-planned E-ZPass fees. NYCT was \$0.5M favorable mainly due to higher-than-projected advertising revenue. These were partially offset by an unfavorable variance of (\$0.9M) at MTA Bus which was mainly due to the timing of student fare revenue.
Payroll	NR	3.3	1.0	MTA Bus and MNR were favorable by \$2.9M and \$1.3M, respectively, primarily due to vacancies. NYCT was favorable by \$0.5M and B&T and LIB were favorable by \$0.3M each. Partially offsetting these was MTA HQ with an unfavorable variance of (\$1.9M) due to the timing of payroll and vacation accruals.	8.5	0.3	MTA Bus was \$12.8M favorable due to vacancies. MNR was \$4.7M favorable. The LIRR was \$1.4M favorable due to vacancies and lower retiree payments. B&T was \$1.0M favorable. LIB was \$0.9M favorable due to vacancy savings and delayed hiring. Partially offsetting these was an unfavorable variance of (\$9.7M) at NYCT which was due to the timing of wage accrual adjustments, inter-agency charges and reimbursable underruns. MTA HQ was (\$3.1M) unfavorable primarily due to the timing of payroll and vacation accruals.
Overtime	NR	(3.0)	(8.0)	MTA Bus was (\$2.0M) unfavorable due to vacancy coverage. MTA HQ was (\$0.7M) unfavorable due to the timing of a reimbursement for MTA Police services. MNR was (\$0.6M) unfavorable due to vacancies and right of way maintenance. The LIRR and LIB were both (\$0.2M) unfavorable. These were partially offset by a favorable variance of \$0.7M at NYCT due to accrual adjustments.	(10.7)	(3.0)	MTA Bus was (\$7.8M) unfavorable due to vacancy coverage. MTA HQ was (\$3.0M) unfavorable due to the timing of a reimbursement for MTA Police services. MNR was (\$1.4M) unfavorable due to vacancies and right of way maintenance. LIB was (\$1.0M) unfavorable due to maintenance overtime. These were partially offset by a favorable variance of \$2.1M at NYCT which was due to reduced departmental requirements and an accrual adjustment. B&T was \$1.2M favorable, primarily due to lower-than-forecasted expenses for Bridge and Tunnel officers.
Health and Welfare	NR	6.7	11.2	MTA Bus was \$7.2M favorable, which includes a \$5M credit for previous years contributions (non-cash adjustment). This was partially offset by a unfavorable variance of (\$0.8M) at NYCT which was due to the timing of expenses.	11.1	2.1	MTA Bus was \$7.5M favorable, which includes a \$5M credit for previous years contributions (non-cash adjustment). MNR, NYCT and MTA HQ were favorable by \$1.4M, \$1.0M, and \$0.5M respectively. B&T and LIB each had a favorable variance of \$0.4M.

* Variance exceeds 100%

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September 2009
(\$ in millions)**

SEPTEMBER

YEAR-TO-DATE

Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable)		Reason for Variance	Favorable (Unfavorable)		Reason for Variance
		\$	%		\$	%	
OPEB - Current Payment	NR	(3.6)	(11.7)	NYCT was (\$4.1M) unfavorable due to the timing of expenses.	8.3	3.2	NYCT was \$6.3M favorable due to timing. The LIRR was \$1.7M favorable due primarily to lower rates. MTA Bus was \$0.7M favorable due to lower than anticipated costs. These were partially offset by an unfavorable variance of (\$1.2M) at MNR which was due to additional retirees.
Pensions	NR	0.0	0.1	Timing was responsible for an unfavorable variance of (\$0.7M) at MTA HQ, and a favorable variance of \$0.6M at NYCT. Other agency variances were minor.	5.0	0.6	MTA HQ was \$2.1M favorable due to timing. Favorable variances also resulted at MNR \$1.8M, NYCT \$1.5M, the LIRR \$0.3M and B&T \$0.3M. These were partially offset by an unfavorable variance of (\$0.9M) at MTA Bus which was due to a re-allocation between payroll and pensions.
Other Fringe Benefits	NR	3.4	8.5	NYCT was \$3.7M favorable primarily due to reduced Workers' Compensation benefit expenses, increased overhead transfers to the reimbursable budget and classification adjustments. The LIRR was \$0.4M favorable due to lower rates. These were partially offset by an unfavorable variance of (\$0.7M) at MTAHQ due to the timing of retiree benefits and FICA expense.	9.4	2.7	NYCT was \$11.2M favorable primarily due to reduced Workers' Compensation benefit expenses, classification adjustments and increased overhead transfers to the reimbursable budget. MNR was favorable by \$0.8M. These were partially offset by an unfavorable variance of (\$1.6M) at MTAHQ due to the timing of retiree benefits and FICA expense. The LIRR was (\$0.5M) unfavorable due to higher rates. LIB and MTA Bus were both unfavorable by (\$0.2M) due to higher Workers' Compensation and timing, respectively.
Reimbursable Overhead	NR	2.7	10.2	NYCT was \$3.6M favorable mainly due to a rate increase and reimbursable salary & wage overruns. MNR was \$0.8M favorable reflecting higher project activity. These were partially offset by an unfavorable variance at MTAHQ of (\$1.2M) due to the timing of expense recovery billings. The LIRR was (\$0.4M) unfavorable.	2.0	0.8	NYCT was \$6.4M favorable mainly due to a rate increase and reimbursable salary & wage overruns. B&T was \$0.4M favorable. These were partially offset by an unfavorable variance at MTAHQ of (\$4.3M) due to the timing of expense recovery billings. Expenses were unfavorable by (\$0.2M) at the LIRR.
Traction and Propulsion Power	NR	1.5	5.2	Primarily lower-than-forecasted prices resulted in favorable variances of \$1.2M at MNR and \$0.3M at NYCT.	15.1	5.7	Lower-than-forecasted prices and reduced consumption resulted in favorable variances of \$10.1M at NYCT, \$4.9M at MNR and \$0.2M at SIR. The LIRR was (\$0.2M) unfavorable primarily due to prior period adjustments and higher consumption.
Fuel for Buses and Trains	NR	1.5	8.3	Favorable timing of CNG tax credits and lower-than-forecasted prices resulted in a favorable variance of \$1.1M at NYCT. LIB was favorable by \$0.4M, also due to lower rates. MNR was (\$0.2M) unfavorable due to higher-than-projected rates.	6.2	4.3	Lower-than-forecasted prices resulted in favorable variances of \$4.7M at NYCT, \$1.2M at LIBUS and \$0.2M at both the LIRR and MTA Bus.
Insurance	NR	1.1	27.2	FMTAC was \$1.1M favorable due to the timing of policy renewals. NYCT was \$0.6M favorable due to the timing of paratransit fleet expenses. MTA Bus was \$0.3M favorable due to lower-than-forecasted workers compensation expenses. MTA HQ was (\$1.2M) unfavorable due to timing.	14.4	45.6	FMTAC was \$15.4M favorable due to the timing of policy renewals. B&T was \$0.7M favorable due to lower expenses for general liability and property insurance. These were partially offset by an unfavorable variance of (\$2.0M) at MTAHQ due to timing.

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Generic Revenue or Expense Category	Nonreimb or Reimb	SEPTEMBER		Reason for Variance	YEAR-TO-DATE	
		Favorable (Unfavorable)	%		Favorable (Unfavorable)	%
		\$			\$	
Claims	NR	(3.8)	(29.2)	Increased claims liability valuations resulted in unfavorable variances at the LIRR (\$2.3M), FMTAC (\$1.2M), and MTA Bus (\$0.6M).	(27.2)	(22.6)
Paratransit Service Contracts	NR	(2.5)	(8.6)	NYCT was (\$2.5M) unfavorable primarily due to an increase in completed trips, the incremental use of higher cost primary carriers, increased call volumes and the unfavorable timing of system upgrades	(2.3)	(0.8)
Maintenance and Other Operating Contracts	NR	12.1	20.0	MNR was \$3.9M favorable due to higher Amtrak Recovery credit and lower-than-projected expenses for electricity and heating costs. NYCT was \$2.5M favorable mainly due to underruns of facility maintenance and operating contracts and the timing of expenses. The LIRR was \$2.3M favorable due to the timing of activity for the IESS initiative and other expenses and lower costs for Penn Station maintenance. MTA HQ was \$2.2M favorable primarily due to the timing of maintenance and repair charges for facility management, 2 Broadway and the EIT Group. MTA Bus was \$1.0M favorable due to timing of maintenance and facility repair expenses.	49.6	10.8
Professional Service Contracts	NR	6.3	28.1	MTA HQ was \$3.5M favorable primarily due to the timing of corporate-wide expenses. NYCT was \$1.2M favorable mainly due to the timing of bond service costs and professional & technical services. The LIRR was favorable by \$0.9M primarily due to lower expenses for MTA chargebacks, security, fire monitoring contracts, consulting services and the timing of payments for software consultants. B&T was \$0.5M favorable primarily due to lower bond service fees, MTA chargebacks and planning studies. MNR was \$0.4M favorable primarily due to lower expenses for engineering and architectural services, security guards and legal fees.	15.9	10.8

* Variance exceeds 100%

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EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
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(\$ in millions)**

Generic Revenue or Expense Category	Nonreimb or Reimb	SEPTEMBER		Reason for Variance	YEAR-TO-DATE		
		Favorable \$ (Unfavorable)	% 12.3		Favorable \$ (Unfavorable)	% 6.5	
Materials & Supplies	NR	6.0	12.3	NYCT was favorable by \$3.1M mainly due to delayed purchases of brakes and exhaust systems and reduced vehicle purchases. The LIRR was \$1.4M favorable primarily due to the timing of invoices for computer purchases, lower material usage related to MU running repairs and life cycle maintenance, and delays in bench test equipment purchases. MTA Bus was \$0.7M favorable due to the timing of material purchases. B&T was \$0.4M favorable mainly due to lower expenses for E-ZPass tags, security and surveillance, and automotive equipment.	28.1	6.5	The LIRR was \$11.0M favorable primarily due to lower usage of MU materials, deferred life cycle maintenance, delayed purchases of bench test equipment, delayed fleet modifications and the timing of computer invoices. NYCT was \$10.2M favorable mainly due to delayed purchases of bus components, and the timing of expenses for: uniform, office supplies, automobiles, fare media, data processing and scrap sales. B&T was \$3.8M favorable mainly due to lower-than-planned expenses for E-ZPass tags, and security and surveillance equipment. MNR was \$1.6M favorable largely due to lower-than-planned purchases of car equipment material, computer software and office furniture. MTA HQ was \$0.9M favorable due to the timing of IT expenditures.
Other Business Expenses	NR	1.8	12.5	MTA HQ was \$1.8M favorable primarily due to lower utilities, automotive and marketing expenses. MTA Bus was \$0.4M favorable due to a reclassification adjustment, offset in Claims. MNR was \$0.3M favorable primarily due to lower-than-forecast MTA mobility taxes and bank fees. LIB was \$0.3M favorable due to expense reimbursements. These were partially offset by an unfavorable variance of (\$1.0M) at NYCT which was mainly due to reclassification adjustments that were offset in Other Fringe Benefits. FMTAC was (\$0.2M) unfavorable due higher general & administrative, and safety loss control expenses.	(0.9)	(0.6)	NYCT was (\$7.1M) unfavorable primarily due to reclassification adjustments offset in Other Fringe Benefits. FMTAC was (\$1.0M) unfavorable due to higher general & administrative, and safety loss control expenses. These were partially offset by a favorable variance of \$4.7M at MTA HQ primarily due to lower utilities, automotive and marketing expenses, and the timing of inter-agency subsidies. MTA Bus was \$1.9M favorable due to reclassification adjustments that were offset in Claims. The LIRR was \$0.5M favorable due to lower employee expenses, the timing of recruitment expenses and credit for prior period overpayments.
Other Expense Adjustments	NR	(0.5)	(29.8)	Variance is mainly due to the timing of inter-agency subsidies.	3.3	11.9	Variance is mainly due to the timing of inter-agency subsidies.
Depreciation	NR	(0.7)	(0.4)	Timing differences in project completions and assets reaching beneficial use resulted in unfavorable variances of (\$4.3M) at MNR, offset by favorable variances of \$2.6M at NYCT, \$0.5M at MTAHQ and \$0.4M at SIR.	15.7	1.1	Timing differences in project completions and assets reaching beneficial use resulted in favorable variances of \$6.6M at NYCT, \$6.4M at MNR, \$2.6M at MTA HQ, and \$1.4M at SIR.
Other Post-Employment Benefits	NR	(3.3)	(1.1)	The GASB adjustment reflects the value associated with the unfunded accrued liability for post-employment benefits.	(28.7)	(2.8)	The GASB adjustment reflects the year-to-date value associated with the unfunded accrued liability for post-employment benefits.
Environmental Remediation	NR	(2.8)	-	As a result of the implementation of GASB 49 (Accounting & Financial Reporting for Environmental Remediation Obligations) and the recognition of remediation costs, certain environmental liabilities are now reserved and have been higher-than-anticipated.	(3.6)	(59.3)	As a result of the implementation of GASB 49 (Accounting & Financial Reporting for Environmental Remediation Obligations) and the recognition of remediation costs, certain environmental liabilities are now reserved and have been higher-than-anticipated.
Capital & Other Reimbursements	R	(1.5)	(1.3)	The LIRR was (\$4.0M) unfavorable due primarily due to the timing of project activity. MTACC contributed (\$2.3M) to the unfavorable variance. MTAHQ was (\$1.5M) unfavorable due to the timing of recoverable expenses. MTA Bus was (\$0.3M) unfavorable. Partially offsetting these was a favorable variance of \$6.7M at NYCT mainly due to the timing of capital projects and support requirements.	0.5	0.0	NYCT was \$14.9M favorable mainly due to increased capital project work. Partially offsetting these were unfavorable variances at MTAHQ (\$6.1M), MTACC (\$3.7M), MNR(\$2.7M), LIRR (\$1.0M), MTA Bus (\$0.7M) and LIB (\$0.3M).

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Generic Revenue or Expense Category	Nonreimb or Reimb	SEPTEMBER		Reason for Variance	YEAR-TO-DATE		
		Favorable \$(Unfavorable)	% (Unfavorable)		Favorable \$(Unfavorable)	% (Unfavorable)	
Payroll	R	1.4	3.0	MTACC was \$0.9M favorable due to fewer new hires. The LIRR was \$0.7M favorable due to the timing of project activity.	6.7	1.7	NYCT was \$3.6M favorable due to the timing of inter-agency charges and wage accrual adjustments. MTACC was \$1.2M favorable due to fewer new hires. MNR and the LIRR were \$0.7M favorable.
Overtime	R	(3.3)	(48.2)	NYCT was (\$2.8M) unfavorable due to additional departmental requirements. MNR was unfavorable by (\$0.7M) due to the timing of project activity and schedule changes.	(10.4)	(14.1)	NYCT was (\$6.3M) unfavorable due to additional departmental requirements. The LIRR and MNR were unfavorable by (\$2.3M) and (\$1.9M) respectively, due to the timing of project activity and schedule changes.
Health and Welfare	R	0.3	5.8	Agency variances were minor.	0.9	2.5	Agency variances were minor.
OPEB - Current Payment	R	0.0	5.4	Agency variances were minor.	0.1	6.3	Agency variances were minor.
Pensions	R	0.4	12.7	Agency variances were minor.	0.1	0.2	Agency variances were minor.
Other Fringe Benefits	R	(0.8)	(7.0)	NYCT was (\$0.9M) unfavorable mainly due to increased overhead transfers to reimbursable as a result of reimbursable salary & wage overruns. MNR was unfavorable by (\$0.2M) reflecting higher project activity. The LIRR was favorable by \$0.2M due to the timing of project activity.	(1.4)	(1.4)	NYCT was (\$1.0M) unfavorable mainly due to increased overhead transfers to reimbursable. MTAHQ was unfavorable by (\$0.2M) due to the timing of retiree benefits and FICA expense. Other agency variances are minor.
Reimbursable Overhead	R	(2.6)	(9.8)	NYCT was unfavorable by (\$3.6M) and MNR by (\$0.7M) reflecting higher project activity. These were partially offset by favorable variances of \$1.2M at MTAHQ due to the timing of expense recovery billings and \$0.4M at the LIRR.	(2.1)	(0.9)	NYCT was unfavorable by (\$6.4M) and B&T by (\$0.4M). These were partially offset by favorable variances of \$4.3M at MTAHQ due to the timing of expense recovery billings and \$0.2M at the LIRR.
Insurance	R	0.1	(13.5)	Agency variances were minor.	0.3	8.0	The LIRR and MNR were each \$0.2M favorable due to lower project activity.
Claims	R	0.0	-	Agency variances were minor.	(1.8)	*	NYCT was (\$1.8M) unfavorable due to the timing of inter-agency billings.
Maintenance and Other Operating Contracts	R	2.4	49.7	NYCT was \$1.5M favorable due to the timing of expenses. MNR was \$0.8 favorable due to lower activity during the period.	(0.2)	(0.4)	NYCT and the LIRR were (\$0.9M) and (\$0.2M) unfavorable, respectively, due to timing. Partly offsetting these unfavorable variance, was a favorable variance of \$0.6M at MNR due to lower activity during the period.
Professional Service Contracts	R	2.0	40.3	MNR was \$0.7M favorable primarily due to lower project activity. MTACC was \$0.6M favorable mainly due to lower-than-planned expenses for independent engineer and compliance monitoring. MTA HQ was \$0.3M favorable primarily due to the timing of corporate-wide expenses. NYCT was \$0.3M favorable in part due to the timing of professional and technical services.	3.8	11.4	MTA HQ was \$1.9M favorable primarily due to the timing of corporate-wide expenses. MTACC was \$1.4M favorable mainly due to lower-than-planned expenses for independent engineer and compliance monitoring, consultants and audit chargebacks. MNR was \$0.9M favorable mainly due to lower project activity. NYCT was unfavorable by (\$0.3M) in part due to the timing of professional and technical services.

* Variance exceeds 100%

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September 2009
(\$ in millions)**

Generic Revenue or Expense Category	Nonreimb or Reimb	SEPTEMBER		Reason for Variance	YEAR-TO-DATE		
		Favorable (Unfavorable)	%		Favorable (Unfavorable)	%	
Materials & Supplies	R	\$ 1.5	14.5	The LIRR was \$2.1M favorable due to the timing of purchases for East Side Access. MNR was \$0.6M favorable primarily due to lower project activity. These were partially offset by a (\$1.3M) unfavorable variance at NYCT primarily due to unforecasted substitution and other charges.	\$ 2.9	4.3	The LIRR was \$3.0M favorable due to the timing of purchases for East Side Access material. MNR was \$2.1M favorable primarily due to lower project activity. These were partially offset by an unfavorable variance of (\$2.3M) at NYCT due mainly to the timing of inter-agency and other charges.
Other Business Expenses	R	0.3	73.3	MTACC was \$0.2M favorable mainly due to lower employee and procurement-related advertisement expenses. Other variances were minor.	0.7	48.7	MTACC was \$0.4M favorable mainly due to lower employee and procurement-related advertisement expenses. Other variances were minor.
Subsidies	NR	(29.0)	-20.6%	The unfavorable variance was mostly due to lower than budgeted Urban Tax (\$16.4 million) due to lower than expected real estate transactions in New York City as well as lower MRT (\$2.0 million) for the month. This was partially offset by favorable PBT receipts of \$6.8 million due to timing. In addition, the City Subsidy to MTA Bus was lower than the budget by \$17.8 million due to timing differences in NYC's cash obligations, and lower payroll, health & welfare and fuel costs at MTA Bus.	(45.3)	-1.5%	The unfavorable YTD variance was due primarily to lower Urban Tax receipts (\$23.2 million) due to lower than expected NYC real estate transactions, slightly offset by favorable MRT of \$2.1 million. In addition, the City Subsidy to MTA Bus was lower than the budget by \$26.6 million due to timing differences in NYC's cash obligations, and lower payroll and insurance costs at MTA Bus.
Debt Service	NR	22.4	16.6%	The favorable variance was attributable to lower than budgeted variable interest rates for commercial paper and timing differences of debt service deposits which is largely expected to reverse in October 2009.	41.3	3.8%	The favorable YTD variance was attributable to lower than budgeted variable interest rates for commercial paper and timing differences of debt service deposits which is largely expected to reverse in October 2009.

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2009 Mid-Year Forecast
Consolidated Subsidy Accrual Detail
September 2009
(\$ in millions)

Current Month				Year-to-Date		
Mid-Year Forecast	Actual	Variance	Accrued Subsidies:	Mid-Year Forecast	Actual	Variance
			Dedicated Taxes			
\$0.0	\$0.0	\$0.0	Mass Transportation Operating Assistance Fund (MMTOA)	\$1,465.4	\$1,465.4	\$0.0
46.0	52.8	6.8	Petroleum Business Tax	476.2	478.2	2.1
15.7	14.0	(1.7)	MRT 1 (Gross)	113.6	113.5	(0.1)
9.1	8.7	(0.3)	MRT 2 (Gross)	66.4	68.5	2.2
(1.3)	(1.3)	-	Other MRT Adjustments	(3.8)	(3.8)	-
24.1	7.7	(16.4)	Urban Tax	130.7	107.6	(23.2)
1.0	0.0	(0.9)	Investment Income	1.6	0.5	(1.1)
\$94.6	\$82.0	(\$12.6)		\$2,250.1	\$2,230.1	(\$20.0)
			New State Taxes and Fees			
-	-	-	Payroll Mobility Tax	-	-	-
-	-	-	License Fees	-	-	-
-	-	-	Vehicle Registration Fees	-	-	-
-	-	-	Taxi Fee	-	-	-
-	-	-	Auto Rental Fee	-	-	-
\$0.0	\$0.0	\$0.0		\$0.0	\$0.0	\$0.0
			State and Local Subsidies			
-	-	-	NYS Operating Assistance	190.9	190.9	-
			NYC and Local 18b:			
-	-	-	New York City	160.5	160.5	-
-	-	-	Nassau County	11.6	11.6	-
-	-	-	Suffolk County	7.5	7.5	-
-	-	-	Westchester County	7.3	7.3	-
-	-	-	Putnam County	0.4	0.4	-
-	-	-	Dutchess County	0.4	0.4	-
-	-	-	Orange County	0.1	0.1	-
-	-	-	Rockland County	0.0	0.0	-
-	-	-	Nassau County Subsidy to LIB	10.5	10.5	-
6.8	7.7	0.9	CDOT Subsidies	68.8	69.1	0.3
11.6	12.1	0.5	Station Maintenance	108.8	109.9	1.0
-	-	-	AMTAP	5.6	5.6	(0.0)
\$18.4	\$19.8	\$1.4		\$572.6	\$573.9	\$1.3
\$113.0	\$101.8	(\$11.2)	Sub-total Dedicated Taxes & State and Local Subsidies	\$2,822.7	\$2,804.0	(\$18.7)
27.6	9.7	(17.8)	City Subsidy to MTA Bus	216.7	190.1	(26.6)
\$140.6	\$111.6	(\$29.0)	Total Dedicated Taxes & State and Local Subsidies	\$3,039.4	\$2,994.0	(\$45.3)
			Inter-Agency Subsidy Transactions			
1.9	1.8	(0.1)	MTA Subsidy to Subsidiaries	50.1	49.1	(1.0)
18.9	47.8	28.9	B&T Operating Surplus Transfer	205.3	245.2	39.9
\$20.8	\$49.6	\$28.8		\$255.4	\$294.3	\$38.9
\$ 161.4	\$ 161.2	\$ (0.2)	Total Subsidy	\$ 3,294.8	\$ 3,288.3	\$ (6.5)

Note: Differences are due to rounding.

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Consolidated Subsidy Accrual
Explanation of Variances Between Mid-Year Forecast and Actual Results
(\$ in millions)

September 2009

Accrued Subsidies:	Variance \$	Variance %	Explanations
Petroleum Business Tax	6.8	14.7%	The favorable variance for the month appears to be timing related; however, year-to-date PBT receipts are very close to the target.
MRT 1 (Gross)	(1.7)	(10.9%)	MRT-1 transactions were below the budget for the month, however YTD receipts are on target with the budget.
MRT 2 (Gross)	(0.3)	(3.7%)	MRT-2 transactions were slightly below the budget for the month, however YTD receipts are above budget.
Urban Tax	(16.4)	(68.1%)	Commercial Real Estate Activities in New York City continue to be very weak. For September, Urban Tax transactions were below the budget.
Investment Income	(0.9)	(96.8%)	Variance attributable to lower revolving amounts in MTA interest bearing accounts.
CDOT Subsidies	0.9	13.6%	The favorable variance is due primarily to timing as well as an administrative asset payment in September.
Station Maintenance	0.5	4.4%	The favorable variance is due primarily to timing.
City Subsidy to MTA Bus	(17.8)	(64.6%)	Variance is due primarily to timing differences in cash obligations for MTA Bus as well as lower payroll, health & welfare and fuel for buses.
MTA Subsidy to Subsidiaries	(0.1)	(5.3%)	Variance is mostly timing related. Drawdowns are related to timing of cash obligations for SIR and LIB.
B&T Operating Surplus Transfer	28.9	>100%	The favorable variance is attributable to the timing of booking accrual payments by MTA Accounting.

September 2009 Year-to-Date

Accrued Subsidies:	Variance \$	Variance %	Explanations
Urban Tax	(23.2)	(17.7%)	Year-to-date Urban Tax transactions continues to be weak.
Investment Income	(1.1)	(66.4%)	Same as explanation for the month.
City Subsidy to MTA Bus	(26.6)	(12.3%)	The YTD variance is due primarily to timing differences in cash obligations for MTA Bus as well as lower payroll and insurance costs.
B&T Operating Surplus Transfer	39.9	19.4%	Same as explanation for the month.

Note: Differences are due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST (1)
DEBT SERVICE
(\$ in millions)

September 2009

	Mid-Year Forecast	Actual	Variance	% Variance	Explanation
Dedicated Tax Fund:					
NYC Transit	\$23.9	\$13.4	\$10.5		Timing of debt service deposits, which is largely expected to reverse in October 2009.
Commuter Railroads	4.4	3.1	1.4		
<i>Dedicated Tax Fund Subtotal</i>	\$28.4	\$16.5	\$11.9	41.8%	
MTA Transportation Revenue:					
NYC Transit	\$30.4	\$28.6	\$1.8		
Commuter Railroads	23.8	22.3	1.5		
MTA Bus	0.8	1.1	(0.3)		
<i>MTA Transportation Subtotal</i>	\$55.0	\$51.9	\$3.0	5.5%	
Commercial Paper:					
NYC Transit	\$3.1	\$0.1	\$3.0		Timing Difference (see Note 2 below) and lower than budgeted variable rates.
Commuter Railroads	1.6	0.1	1.6		
MTA Bus	0.8	0.0	0.8		
<i>Commercial Paper Subtotal</i>	\$5.5	\$0.2	\$5.3	96.5%	
2 Broadway COPs:					
NYC Transit	\$1.4	\$2.0	(\$0.6)		Higher than budgeted variable rates.
Bridges & Tunnels	0.2	0.3	(0.1)		
MTA HQ	0.2	0.3	(0.1)		
<i>2 Broadway COPs Subtotal</i>	\$1.8	\$2.6	(\$0.7)	-38.5%	
TBTA General Resolution (2)					
NYC Transit	\$13.8	\$12.8	\$1.0		
Commuter Railroads	6.5	5.7	0.8		
Bridges & Tunnels	12.2	10.6	1.6		
<i>TBTA General Resolution Subtotal</i>	\$32.5	\$29.1	\$3.4	10.3%	
TBTA Subordinate (2)					
NYC Transit	\$6.3	\$6.5	(\$0.2)		
Commuter Railroads	2.8	2.9	(0.1)		
Bridges & Tunnels	2.5	2.6	(0.1)		
<i>TBTA Subordinate Subtotal</i>	\$11.5	\$11.9	(\$0.4)	-3.8%	
Total Debt Service	\$134.7	\$112.3	\$22.4	16.6%	
Debt Service by Agency:					
NYC Transit	\$78.9	\$63.4	\$15.5		
Commuter Railroads	39.1	34.0	5.1		
MTA Bus	1.6	1.1	0.4		
Bridges & Tunnels	14.9	13.4	1.4		
MTAHQ	0.2	0.3	(0.1)		
Total Debt Service	\$134.7	\$112.3	\$22.4	16.6%	

Notes:

- (1) Forecasted debt service is calculated based upon projected monthly deposits from available pledged revenues into debt service accounts. Actual payments to bondholders are made from the debt service accounts when due as required for each series of bonds and do not conform to this schedule.
- (2) Generally, the calendarization of monthly debt service deposits is calculated by dividing projected annual debt service by 12. Month to month variations ("timing differences") on the existing debt portfolio can occur based upon, among other things, (a) for all bonds, the date when income from the securities in which the debt service accounts are invested becomes available varies, (b) for variable rate financings, differences between (i) the budgeted interest rate and the actual interest rate, (ii) projected interest payment dates to bondholders and actual interest payment dates to bondholders, and (iii) projected monthly funding dates for accrued debt service and actual funding dates, (c) for transactions with swaps, the difference between when MTA/TBTA funds debt service and the receipt of the corresponding swap payment by the counterparty, and difference between rates received and rates paid and (d) for commercial paper, the interest payment date is the date of the maturity of the commercial paper and the dealers set the term of the commercial paper from 1 to 270 days, which is not foreseeable at the time the annual debt service budgets are prepared.
- (3) Debt service is allocated among Transit, Commuter, MTA Bus, and TBTA categories based on actual spending of bond proceeds for approved capital projects. Allocation of 2 Broadway COPs is based on occupancy.
- Totals may not add due to rounding.*

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2009 MID-YEAR FORECAST (1)
DEBT SERVICE
(\$ in millions)

September 2009 Year-to-Date

	Mid-Year Forecast	Actual	Variance	% Variance	Explanation
Dedicated Tax Fund:					
NYC Transit	\$167.1	\$146.5	\$20.6		Timing of debt service deposits, which is largely expected to reverse in October 2009.
Commuter Railroads	35.3	32.8	2.5		
<i>Dedicated Tax Fund Subtotal</i>	\$202.4	\$179.3	\$23.1	11.4%	
MTA Transportation Revenue:					
NYC Transit	\$267.0	\$265.0	\$2.1		
Commuter Railroads	206.8	205.1	1.7		
MTA Bus	8.7	9.3	(0.6)		
<i>MTA Transportation Subtotal</i>	\$482.5	\$479.3	\$3.1	0.7%	
Commercial Paper:					
NYC Transit	\$8.3	\$2.4	\$6.0		Timing Difference (see Note 2 below) and lower than budgeted variable rates.
Commuter Railroads	4.4	1.3	3.2		
MTA Bus	2.1	0.6	1.5		
<i>Commercial Paper Subtotal</i>	\$14.9	\$4.2	\$10.7	71.6%	
2 Broadway COPs:					
NYC Transit	\$18.0	\$19.2	(\$1.1)		Higher than budgeted variable rates.
Bridges & Tunnels	2.2	2.3	(0.2)		
MTA HQ	2.2	2.4	(0.2)		
<i>2 Broadway COPs Subtotal</i>	\$22.4	\$23.9	(\$1.5)	-6.5%	
TBTA General Resolution (2)					
NYC Transit	\$116.9	\$113.8	\$3.2		
Commuter Railroads	53.0	50.9	2.0		
Bridges & Tunnels	97.7	94.1	3.6		
<i>TBTA General Resolution Subtotal</i>	\$267.6	\$258.8	\$8.8	3.3%	
TBTA Subordinate (2)					
NYC Transit	\$58.3	\$59.9	(\$1.6)		
Commuter Railroads	25.6	26.3	(0.7)		
Bridges & Tunnels	23.0	23.7	(0.6)		
<i>TBTA Subordinate Subtotal</i>	\$107.0	\$110.0	(\$2.9)	-2.7%	
Total Debt Service	\$1,096.8	\$1,055.5	\$41.3	3.8%	
Debt Service by Agency:					
NYC Transit	\$635.8	\$606.7	\$29.0		
Commuter Railroads	325.2	316.4	8.8		
MTA Bus	10.8	9.9	0.9		
Bridges & Tunnels	122.9	120.1	2.8		
MTAHQ	2.2	2.4	(0.2)		
Total Debt Service	\$1,096.8	\$1,055.5	\$41.3	3.8%	

Notes:

- (1) Forecasted debt service is calculated based upon projected monthly deposits from available pledged revenues into debt service accounts. Actual payments to bondholders are made from the debt service accounts when due as required for each series of bonds and do not conform to this schedule.
- (2) Generally, the calendarization of monthly debt service deposits is calculated by dividing projected annual debt service by 12. Month to month variations ("timing differences") on the existing debt portfolio can occur based upon, among other things, (a) for all bonds, the date when income from the securities in which the debt service accounts are invested becomes available varies, (b) for variable rate financings, differences between (i) the budgeted interest rate and the actual interest rate, (ii) projected interest payment dates to bondholders and actual interest payment dates to bondholders, and (iii) projected monthly funding dates for accrued debt service and actual funding dates, (c) for transactions with swaps, the difference between when MTA/TBTA funds debt service and the receipt of the corresponding swap payment by the counterparty, and difference between rates received and rates paid and (d) for commercial paper, the interest payment date is the date of the maturity of the commercial paper and the dealers set the term of the commercial paper from 1 to 270 days, which is not foreseeable at the time the annual debt service budgets are prepared.
- (3) Debt service is allocated among Transit, Commuter, MTA Bus, and TBTA categories based on actual spending of bond proceeds for approved capital projects. Allocation of 2 Broadway COPs is based on occupancy.
- Totals may not add due to rounding.*

METROPOLITAN TRANSPORTATION AUTHORITY
 July Financial Plan - 2009 Mid-Year Forecast
 Subsidy Cash Detail by Agency
 (\$ in millions)

Cash Subsidies:	September 2009												TOTAL							
	NYC Transit			Commuter Railroads			LIB			SBR			MTA Bus			MTAHO			TOTAL	
	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Actual	Variance
Dedicator Taxes																				
IMTOA ¹	\$49.5	(0.0)	\$25.8	0.0	\$12.2	\$11.8	(0.4)	\$0.2	\$0.2	0.0	\$0.0	\$0.0	0.0	\$0.0	0.0	\$0.0	\$0.0	\$0.0	\$0.0	(0.4)
Petroleum Business Tax	48.9	(4.0)	7.9	(0.7)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57.5	(4.9)
MRT 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14.5	0.5
MRT 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8.5	9.3
Other MRT Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1.3)	(1.3)
Urban Tax	19.3	(7.2)	0.0	(0.9)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19.3	(7.2)
Investment Income	\$117.7	(\$11.3)	\$38.4	(\$1.9)	\$12.2	\$11.8	(\$0.4)	\$0.2	\$0.2	\$0.0	\$0.0	(\$0.0)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$187.1	(\$12.0)
New State Taxes and Fees																				
Payroll Mobility Tax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0
License Fees	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0
Vehicle Registration Fees	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0
Taxi Fee	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0
Auto Rental Fee	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0
State and Local Subsidies																				
NYS Operating Assistance	-	-	-	-	-	-	0.6	0.6	-	-	-	-	-	-	-	-	-	-	-	0.6
NYC and Local 188:																				
New York City	-	-	0.5	(0.5)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.5	(0.5)
Nassau County	-	-	2.9	(2.9)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.9	(2.9)
Suffolk County	-	-	1.9	(1.9)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.9	(1.9)
Westchester County	-	-	1.8	(1.8)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.8	(1.8)
Pulnam County	-	-	0.1	(0.1)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.1	(0.1)
Dutchess County	-	-	0.1	(0.1)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.1	(0.1)
Orange County	-	-	0.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0
Rockland County	-	-	0.0	(0.0)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	(0.0)
Nassau County Subsidy to LIB	-	-	6.7	6.5	1.8	-	-	-	-	-	-	-	-	-	-	-	-	-	6.7	6.5
CDOT Subsidies	-	-	89.5	3.0	(86.5)	-	-	-	-	-	-	-	-	-	-	-	-	-	89.5	3.0
Station Maintenance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.4	1.4
AMTAP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2006 Surplus Recovery	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Inter-Agency Loan	134.5	(134.5)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NYCT Charge Back of MTA Bus Debt Service	(11.5)	(11.1)	88.2	(72.0)	\$1.4	\$2.0	\$0.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(11.5)	0.4
Sub-Total Dedicated Taxes & State and Local Subsidies	\$240.7	\$95.3	\$118.9	\$73.9	\$13.6	\$13.8	\$0.3	\$0.2	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$21.7	\$385.1
City Subsidy to MTA Bus	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15.0
Total Dedicated Taxes & State and Local Subsidies	\$240.7	\$95.3	\$118.9	\$73.9	\$13.6	\$13.8	\$0.3	\$0.2	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$21.7	\$385.1
Inter-Agency Subsidy Transactions																				
MTA Subsidy to Subsidiaries	-	-	-	-	(1.9)	(1.5)	-	-	-	-	-	-	-	-	-	-	-	-	-	1.9
B&T Operating Surplus Transfer	10.4	11.3	19.9	2.3	(1.5)	(1.5)	-	-	-	-	-	-	-	-	-	-	-	-	30.3	3.3
Total Subsidy	\$255.1	\$108.7	\$138.8	\$87.5	\$12.1	\$12.3	\$0.3	\$0.6	\$0.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$44.2	\$235.8

¹ Metropolitan Mass Transportation Operating Assistance Fund
 Note: Differences are due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
 July Financial Plan - 2008 Mid-Year Forecast
 Subsidy Cash Detail by Agency
 (\$ in millions)

Cash Subsidies:	September 2008 - Year-to-Date												TOTAL								
	NYC Transit			Commuter Railroads			LIB			SIR			MTA Bus			MTA HQ			TOTAL		
	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Actual	Variance	
Dedicated Taxes																					
MFTA ¹	\$346.8	\$346.8	(0.0)	\$180.3	\$180.3	0.0	\$24.0	\$23.8	(0.4)	\$1.0	\$1.2	\$0.0	\$0.0	\$0.0	0.0	\$0.0	\$0.0	\$552.3	\$551.8	(0.5)	
Petroleum Business Tax	408.1	404.0	(4.1)	71.3	71.3	(0.7)	-	-	-	-	-	-	-	-	-	-	-	480.1	475.3	(4.6)	
MRT 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	110.3	112.0	1.7	
MRT 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64.7	67.2	2.5	
Other MRT Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(3.8)	(3.8)	0.0	
Urban Tax	122.5	115.6	(6.8)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	122.5	115.6	(6.8)	
Investment Income	877.4	866.6	(10.8)	235.9	235.3	(0.6)	24.0	23.6	(0.4)	\$1.0	\$1.2	\$0.0	\$0.0	\$0.0	0.0	\$0.0	\$171.3	\$176.6	\$4.2		
Total	\$1,202.8	\$1,057.8	(144.8)	\$622.1	\$622.1	(0.0)	\$24.0	\$23.6	(0.4)	\$1.0	\$1.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$171.3	\$176.6	\$1,327.7	\$1,310.0	(16.8)
New State Taxes and Fees																					
Payroll Mobility Tax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
License Fees	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Vehicle Registration Fees	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Taxi Fee	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Auto Rental Fee	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
State and Local Subsidies																					
NYS Operating Assistance	78.1	78.1	(0.0)	14.6	14.6	-	1.4	1.3	(0.1)	0.3	0.3	0.0	0.0	0.0	-	-	-	95.4	95.2	(0.1)	
NYC and Local Tfb:																					
New York City	123.1	123.3	0.1	1.4	0.9	(0.5)	-	-	-	0.5	0.4	(0.1)	-	-	-	-	-	125.1	124.6	(0.5)	
Nassau County	-	-	-	8.7	5.8	(2.9)	-	-	-	-	-	-	-	-	-	-	-	8.7	5.8	(2.9)	
Suffolk County	-	-	-	5.6	3.8	(1.9)	-	-	-	-	-	-	-	-	-	-	-	5.6	3.8	(1.9)	
Westchester County	-	-	-	5.5	3.7	(1.8)	-	-	-	-	-	-	-	-	-	-	-	5.5	3.7	(1.8)	
Putnam County	-	-	-	0.3	0.2	(0.1)	-	-	-	-	-	-	-	-	-	-	-	0.3	0.2	(0.1)	
Dutchess County	-	-	-	0.3	0.2	(0.1)	-	-	-	-	-	-	-	-	-	-	-	0.3	0.2	(0.1)	
Orange County	-	-	-	0.1	0.1	(0.0)	-	-	-	-	-	-	-	-	-	-	-	0.1	0.1	(0.0)	
Rockland County	-	-	-	0.0	0.0	(0.0)	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	(0.0)	
Nassau County Subsidy to LIB	-	-	-	7.9	7.9	0.0	-	-	-	-	-	-	-	-	-	-	-	7.9	7.9	0.0	
CDOT Subsidies	-	-	-	65.5	66.2	3.7	-	-	-	-	-	-	-	-	-	-	-	65.5	66.2	3.7	
Station Maintenance	-	-	-	141.1	101.2	(39.9)	-	-	-	-	-	-	-	-	-	-	-	141.1	101.2	(39.9)	
AMTAP	-	-	-	25.0	25.0	0.0	-	-	-	-	-	-	-	-	-	-	-	25.0	25.0	0.0	
2006 Surplus Recovery	-	-	-	-	-	-	2.8	2.8	0.0	-	-	-	-	-	-	-	-	2.8	2.8	0.0	
Inter-Agency Loan	134.5	-	(134.5)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
NYCT Charge Back of MTA Bus Debt Service	(11.5)	(11.1)	0.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	134.5	0.0	(134.5)	
Total	\$282.2	\$191.2	(134.9)	\$382.2	\$224.7	(144.5)	\$12.1	\$12.0	(0.1)	\$0.8	\$0.7	(0.1)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$806.3	\$428.6	(177.7)	
Total Dedicated Taxes & State and Local Subsidies	\$1,202.8	\$1,057.8	(144.8)	\$622.1	\$622.1	(0.0)	\$24.0	\$23.6	(0.4)	\$1.0	\$1.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$171.3	\$176.6	\$1,742.6	\$1,742.6	(0.0)
City Subsidy to MTA Bus	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	278.8	286.7	7.8	
Total Dedicated Taxes & State and Local Subsidies	\$1,202.8	\$1,057.8	(144.8)	\$622.1	\$622.1	(0.0)	\$24.0	\$23.6	(0.4)	\$1.0	\$1.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$171.3	\$176.6	\$2,212.8	\$2,034.2	(178.7)
Inter-Agency Subsidy Transactions																					
MTA Subsidy to Subsidiaries	53.7	66.0	12.2	146.1	161.9	13.8	-	-	-	23.6	22.6	(1.0)	-	-	-	-	-	50.1	49.1	(1.0)	
B&T Operating Surplus Transfer	853.7	865.0	112.2	1461.1	1615.9	133.8	235.5	235.5	0.0	223.6	223.6	(0.0)	0.0	0.0	0.0	0.0	0.0	201.8	227.9	26.1	
Total	\$1,256.4	\$1,123.8	(132.6)	\$870.2	\$838.9	(31.3)	\$22.8	\$22.1	(0.5)	\$25.6	\$24.3	(1.3)	\$278.8	\$286.7	\$7.8	\$171.3	\$176.6	\$2,484.8	\$2,311.2	(165.6)	

¹ Metropolitan Mass Transportation Operating Assistance Fund
 Note: Differences are due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2009 Mid-Year Forecast
Subsidy Cash Detail by Agency
Explanation of Variances Between Mid-Year Forecast and Actual Results
(\$ in millions)

September 2009

Cash Subsidies:	TOTAL	Variance	Explanations
<i>Dedicated Taxes</i>	Variance	%	
Petroleum Business Tax	(4.8)	(8.3%)	The unfavorable variance appears to be timing related; however, year-to-date receipts are very close to the target.
MRT 1 (Gross)	0.5	3.1%	MRT-1 cash receipts were slightly above the budget for the month.
MRT 2 (Gross)	0.8	9.6%	MRT-2 cash receipts were slightly above the budget for the month.
Urban Tax	(7.2)	(37.4%)	Real Estate transactions in New York City were unfavorable for the month due to the continuing weakness in commercial real estate activity.
Investment Income	(0.9)	(96.8%)	Variance attributable lower revolving amounts in MTA interest bearing accounts.
New York City	(0.5)	(100.0%)	Variance due to timing difference in receipt of payment from the Counties.
Nassau County	(2.9)	(100.0%)	Same as explanation above.
Suffolk County	(1.9)	100.0%	Same as explanation above.
Westchester County	(1.8)	100.0%	Same as explanation above.
Putnam County	(0.1)	100.0%	Same as explanation above.
Dutchess County	(0.1)	100.0%	Same as explanation above.
Rockland County	(0.0)	100.0%	Same as explanation above.
Station Maintenance	(66.5)	(95.7%)	The variance is due primarily to timing of receipts.
CDOT Subsidies	1.8	26.9%	The favorable variance is due primarily to timing as well an administrative asset payment in September.
Inter-Agency Loan	(134.5)	(100.0%)	The variance is attributable to timing. The transaction will be done in November.
City Subsidy to MTA Bus	7.8	52.0%	Variance is mostly timing related. Drawdowns are related to timing of cash obligations for MTA Bus.
MTA Subsidy to Subsidiaries	(0.1)	(5.3%)	The variance is due mostly to timing. Drawdowns are related to timing of cash obligations for SIR and LIB.
B&T Operating Surplus Transfer	3.3	10.8%	Favorable variance attributable to higher distributable income.

September 2009 Year-to-date

Cash Subsidies:	TOTAL	Variance	Explanations
<i>Dedicated Taxes</i>	Variance	%	
Petroleum Business Tax	(4.8)	(1.0%)	Same as explanation for the month.
MRT 1 (Gross)	1.7	1.5%	See explanation for the month.
MRT 2 (Gross)	2.5	3.9%	See explanation for the month.
Urban Tax	(6.8)	(5.5%)	Same as explanation for the month.
Investment Income	(0.9)	(59.2%)	Same as explanation for the month.
Nassau County	(2.9)	(33.3%)	YTD variance is due to timing difference in receipt of payment.
Suffolk County	(1.9)	(33.3%)	YTD variance is due to timing difference in receipt of payment.
Westchester County	(1.8)	(33.3%)	YTD variance is due to timing difference in receipt of payment.
CDOT Subsidies	3.7	5.7%	Same as explanation for the month.
Station Maintenance	(39.9)	(28.3%)	Same as explanation for the month.
Inter-Agency Loan	(134.5)	(100.0%)	Same as explanation for the month.
B&T Operating Surplus Transfer	26.1	12.9%	Same as explanation for the month.

Note: Differences are due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2009 Mid-Year Forecast
Total Positions by Function and Agency
September 2009

Function/Agency	Mid-Year Forecast	Actual	Favorable/ (Unfavorable)
Administration	4,981	4,917	64
NYC Transit	2,353	2,370	(17)
Long Island Rail Road	748	712	36
Metro-North Railroad	718	719	(1)
Bridges & Tunnels	140	139	1
Headquarters	729	695	34
Long Island Bus	80	74	6
Staten Island Railway	26	27	(1)
Capital Construction Company	35	34	1
Bus Company	152	147	5
Operations	30,887	30,573	314
NYC Transit	22,915	22,768	147
Long Island Rail Road	2,076	2,044	32
Metro-North Railroad	1,836	1,777	59
Bridges & Tunnels	794	783	11
Headquarters	-	-	-
Long Island Bus	794	777	17
Staten Island Railway	94	94	-
Capital Construction Company	-	-	-
Bus Company	2,378	2,330	48
Maintenance	30,322	29,974	348
NYC Transit	21,335	21,068	267
Long Island Rail Road	3,924	3,939	(15)
Metro-North Railroad	3,308	3,275	33
Bridges & Tunnels	397	382	15
Headquarters	-	-	-
Long Island Bus	258	254	4
Staten Island Railway	147	145	2
Capital Construction Company	-	-	-
Bus Company	953	911	42
Engineering/Capital	1,975	1,903	72
NYC Transit	1,438	1,398	40
Long Island Rail Road	114	111	3
Metro-North Railroad	102	100	2
Bridges & Tunnels	186	173	13
Headquarters	-	-	-
Long Island Bus	15	14	1
Staten Island Railway	-	-	-
Capital Construction Company	104	94	10
Bus Company	16	13	3
Public Safety	1,603	1,566	37
NYC Transit	499	489	10
Long Island Rail Road	-	-	-
Metro-North Railroad	-	-	-
Bridges & Tunnels	304	298	6
Headquarters	785	766	19
Long Island Bus	2	2	-
Staten Island Railway	-	-	-
Capital Construction Company	-	-	-
Bus Company	13	11	2
Total Postions	69,768	68,933	835

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2009 Mid-Year Forecast
Total Positions by Function and Agency
September 2009

Function/Departments	Mid-Year Forecast	Actual	Favorable/ (Unfavorable)
Total Positions	69,768	68,933	835
NYC Transit	48,540	48,093	447
Long Island Rail Road	6,862	6,806	56
Metro-North Railroad	5,964	5,871	93
Bridges & Tunnels	1,821	1,775	46
Headquarters	1,514	1,461	53
Long Island Bus	1,149	1,121	28
Staten Island Railway	267	266	1
Capital Construction Company	139	128	11
Bus Company	3,512	3,412	100
Non-reimbursable	62,332	61,999	333
NYC Transit	42,959	42,916	43
Long Island Rail Road	5,860	5,885	(25)
Metro-North Railroad	5,375	5,271	104
Bridges & Tunnels	1,776	1,730	46
Headquarters	1,466	1,415	51
Long Island Bus	1,134	1,107	27
Staten Island Railway	264	263	1
Capital Construction Company	-	-	-
Bus Company	3,498	3,412	86
Reimbursable	7,436	6,934	502
NYC Transit	5,581	5,177	404
Long Island Rail Road	1,002	921	81
Metro-North Railroad	589	600	(11)
Bridges & Tunnels	45	45	-
Headquarters	48	46	2
Long Island Bus	15	14	1
Staten Island Railway	3	3	-
Capital Construction Company	139	128	11
Bus Company	14	-	14
Total Full Time	69,464	68,581	883
NYC Transit	48,344	47,846	498
Long Island Rail Road	6,862	6,806	56
Metro-North Railroad	5,961	5,868	93
Bridges & Tunnels	1,821	1,775	46
Headquarters	1,514	1,461	53
Long Island Bus	1,044	1,019	25
Staten Island Railway	267	266	1
Capital Construction Company	139	128	11
Bus Company	3,512	3,412	100
Total Full-Time Equivalents	304	352	(48)
NYC Transit	196	247	(51)
Long Island Rail Road	-	-	-
Metro-North Railroad	3	3	-
Bridges & Tunnels	-	-	-
Headquarters	-	-	-
Long Island Bus	105	102	3
Staten Island Railway	-	-	-
Capital Construction Company	-	-	-
Bus Company	-	-	-

Note: Totals may differ due to rounding

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2009 Mid-Year Forecast
Total Positions by Function and Occupational Group
September 2009

FUNCTION/OCCUPATIONAL GROUP	Mid-Year Forecast	Actual	Variance Favorable/ (Unfavorable)
Administration	4,981	4,917	64
Managers/Supervisors	1,823	1,768	55
Professional, Technical, Clerical	3,085	3,086	(1)
Operational Hourlies	73	63	10
Operations	30,887	30,573	314
Managers/Supervisors	3,202	3,113	89
Professional, Technical, Clerical	1,006	1,021	(15)
Operational Hourlies	26,679	26,439	240
Maintenance	30,322	29,974	348
Managers/Supervisors	4,848	4,807	41
Professional, Technical, Clerical	2,511	2,514	(3)
Operational Hourlies	22,963	22,653	310
Engineering/Capital	1,975	1,903	72
Managers/Supervisors	505	482	23
Professional, Technical, Clerical	1,468	1,419	49
Operational Hourlies	2	2	-
Public Safety	1,603	1,566	37
Managers/Supervisors	148	144	4
Professional, Technical, Clerical	151	122	29
Operational Hourlies	1,304	1,300	4
Total Positions	69,768	68,933	835
Managers/Supervisors	10,526	10,314	212
Professional, Technical, Clerical	8,221	8,162	59
Operational Hourlies	51,021	50,457	564

	Current Month Stabilization Fund			Year to Date Stabilization Fund		
	Commuter (General Fd)	Transit (TA Stab)	Total	Commuter (General Fd)	Transit (TA Stab)	Total
	From Date: To Date:	09/01/09 09/30/09	09/01/09 09/30/09	01/01/09 09/30/09	01/01/09 09/30/09	01/01/09 09/30/09
Opening Balance	\$52.924	\$84.471	\$137.395	\$164.972	\$272.225	\$437.197
RECEIPTS						
Interest Earnings	0.004	0.000	0.004	0.413	0.000	0.413
New York State						
State and regional mass transit taxes - MMTOA	25.755	49.715	75.470	180.286	348.006	528.292
MTTF	7.914	44.844	52.758	71.300	404.031	475.331
Total Dedicated Taxes Received	33.669	94.559	128.228	251.585	752.038	1,003.623
Less DTF Debt Service	3.087	13.412	16.498	32.819	146.525	179.343
Net Dedicated Taxes for Operations	30.582	81.148	111.730	218.767	605.513	824.280
Operating Assistance - 18b	0.000	0.000	0.000	14.626	79.336	93.962
Additional Mass Transp Operating Assistance	0.000	n/a	0.000	0.000	n/a	0.000
Total - New York State	\$30.582	\$81.148	\$111.730	\$233.393	\$684.849	\$918.242
Local						
Dutchess County						
Operating Assistance - 18b	\$0.000	n/a	\$0.000	\$0.190	n/a	\$0.190
Station Maintenance	2.120	n/a	2.120	2.120	n/a	2.120
Nassau County						
Operating Assistance - 18b	0.000	n/a	0.000	5.792	n/a	5.792
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
New York City						
Operating Assistance - 18b	0.000	0.000	0.000	0.936	0.000	0.936
Urban - Real Property & Mortgage Recording Tax	n/a	12.057	12.057	n/a	115.769	115.769
Additional Assistance New York City	n/a	0.000	0.000	n/a	123.672	123.672
Station Maintenance	0.000	n/a	0.000	82.345	n/a	82.345
Orange County						
Operating Assistance - 18b	0.072	n/a	0.072	0.109	n/a	0.109
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Putnam County						
Operating Assistance - 18b	0.000	n/a	0.000	0.190	n/a	0.190
Station Maintenance	0.829	n/a	0.829	0.829	n/a	0.829
Rockland County						
Operating Assistance - 18b	0.000	n/a	0.000	0.015	n/a	0.015
Station Maintenance	0.047	n/a	0.047	0.047	n/a	0.047
Suffolk County						
Operating Assistance - 18b	0.000	n/a	0.000	3.759	n/a	3.759
Station Maintenance	0.000	n/a	0.000	15.862	n/a	15.862
Westchester County						
Operating Assistance - 18b	0.000	n/a	0.000	3.671	n/a	3.671
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Total - Local	\$3.068	\$12.057	\$15.126	\$115.865	\$239.441	\$355.306
MTA Bridges and Tunnels- Surplus Transfers	22.207	11.314	33.521	161.913	65.963	227.875
Mortgage Recording Taxes - MTA	0.000	0.000	0.000	0.000	0.000	0.000
Total Subsidy Receipts	\$55.857	\$104.519	\$160.377	\$511.170	\$990.253	\$1,501.423
MTA Sources for Interagency Loans						
B&T Necessary Reconstruction Reserve	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
MTA Capital Program - Non-Resolution Funds	0.000	0.000	0.000	0.000	0.000	0.000
MRT-2 Corporate Account	0.000	0.000	0.000	100.000	200.000	300.000
2009 Revenue Anticipation Notes	0.000	0.000	0.000	100.577	502.763	603.340
Total Loans	\$0.000	\$0.000	\$0.000	\$200.577	\$702.763	\$903.340
Total Receipts and Loans Received	\$55.861	\$104.519	\$160.381	\$712.160	\$1,693.016	\$2,405.176

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	<u>Current Month Stabilization Fund</u>			<u>Year to Date Stabilization Fund</u>		
	<u>Commuter</u>	<u>Transit</u>	<u>Total</u>	<u>Commuter</u>	<u>Transit</u>	<u>Total</u>
	<u>(General Fd)</u>	<u>(TA Stab)</u>		<u>(General Fd)</u>	<u>(TA Stab)</u>	
From Date:	09/01/09	09/01/09	09/01/09	01/01/09	01/01/09	01/01/09
To Date:	09/30/09	09/30/09	09/30/09	09/30/09	09/30/09	09/30/09
<u>Brought forward from prior page</u>						
Opening Balance	\$52.924	\$84.471	\$137.395	\$164.972	\$272.225	\$437.197
Total Receipts and Loans Received	55.861	104.519	160.381	712.160	1,693.016	2,405.176
Total Cash and Receipts Available	<u>\$108.786</u>	<u>\$188.990</u>	<u>\$297.775</u>	<u>\$877.132</u>	<u>\$1,965.242</u>	<u>\$2,842.373</u>
<u>DISBURSEMENTS</u>						
<u>Revenue Supported Debt Service</u>	22.343	30.670	53.013	210.904	297.218	508.122
<u>Agency Operations</u>						
MTA Long Island Railroad	44.265	0.000	44.265	461.040	0.000	461.040
MTA Metro-North Rail Road	16.157	0.000	16.157	204.167	0.000	204.167
Metro North M7 Cars - Operating to Capital trnsf	0.000	0.000	0.000	0.000	0.000	0.000
MTA New York City Transit	0.000	0.000	0.000	0.000	1,508.000	1,508.000
MTA NYCT for SIRTOA	0.000	0.169	0.169	0.000	1.873	1.873
Early Debt Retirement - 2007 Fin. Plan	0.000	0.000	0.000	0.000	0.000	0.000
Pension Payment	0.000	0.000	0.000	0.000	0.000	0.000
Capital Program Contribution	0.000	0.000	0.000	0.000	0.000	0.000
Forward Energy Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Capital Security Account	0.000	0.000	0.000	-25.000	0.000	-25.000
GASB & Employee Benefit Account Transfers	0.000	0.000	0.000	0.000	0.000	0.000
Total Debt Service and Operations	<u>\$82.765</u>	<u>\$30.839</u>	<u>\$113.604</u>	<u>\$851.111</u>	<u>\$1,807.091</u>	<u>\$2,658.202</u>
<u>Repayment of Interagency Loans</u>						
B&T Necessary Reconstruction Reserve	0.000	0.000	0.000	0.000	0.000	0.000
MTA Capital Program	0.000	0.000	0.000	0.000	0.000	0.000
MRT-2 Corporate Account	0.000	0.000	0.000	0.000	0.000	0.000
2009 Revenue Anticipation Notes	0.000	0.000	0.000	0.000	0.000	0.000
Total Loans Payback	<u>\$0.000</u>	<u>\$0.000</u>	<u>\$0.000</u>	<u>\$0.000</u>	<u>\$0.000</u>	<u>\$0.000</u>
Total Disbursements	<u>\$82.765</u>	<u>\$30.839</u>	<u>\$113.604</u>	<u>\$851.111</u>	<u>\$1,807.091</u>	<u>\$2,658.202</u>
<u>STABILIZATION FUND BALANCE</u>	<u>\$26.021</u>	<u>\$158.150</u>	<u>\$184.171</u>	<u>\$26.021</u>	<u>\$158.150</u>	<u>\$184.171</u>
<u>Ending Loan Balances</u>						
B&T Necessary Reconstruction Reserve	0.000	0.000	0.000	0.000	0.000	0.000
MTA Capital Program	440.218	60.000	500.218	440.218	60.000	500.218
MRT-2 Corporate Account	100.000	200.000	300.000	100.000	200.000	300.000
2009 Revenue Anticipation Notes	100.577	502.763	603.340	100.577	502.763	603.340
	<u>\$640.795</u>	<u>\$762.763</u>	<u>\$1,403.558</u>	<u>\$640.795</u>	<u>\$762.763</u>	<u>\$1,403.558</u>
<u>End of Month NYCT Operating Fund borrowing from MTA Invest Pool not included in Ending Loan Balances above</u>						
	n/a	\$406.280	\$406.280	n/a	\$406.280	\$406.280
<u>Total Loan Balances (including negative Stabilization Fund Balances)</u>				<u>\$640.795</u>	<u>\$1,169.043</u>	<u>\$1,809.838</u>

**METROPOLITAN TRANSPORTATION AUTHORITY
FAREBOX RECOVERY AND FAREBOX OPERATING RATIOS
2009 MID-YEAR FORECAST AND ACTUALS**

FAREBOX RECOVERY RATIOS

	2009	
	<u>Mid-Year Forecast</u>	<u>September YTD Actual</u>
New York City Transit	35.0%	34.4%
Staten Island Railway	9.2%	9.4%
Long Island Rail Road	29.2%	29.1%
Metro-North Railroad	36.2%	39.2%
Long Island Bus	29.9%	30.7%
Bus Company	<u>30.8%</u>	<u>31.3%</u>
MTA Agency Average	34.0%	33.9%

FAREBOX OPERATING RATIOS

	2009	
	<u>Mid-Year Forecast</u>	<u>August YTD Actual</u>
New York City Transit	52.4%	51.2%
Staten Island Railway	13.6%	13.7%
Long Island Rail Road	42.8%	43.6%
Metro-North Railroad	54.5%	54.8%
Long Island Bus	423.4%	34.4%
Bus Company	<u>37.8%</u>	<u>38.8%</u>
MTA Agency Average	50.8%	49.5%

Farebox recovery ratio has a long-term focus. It includes costs that are not funded in the current year, except in an accounting-ledger sense, but are, in effect, passed on to future years. Those costs include depreciation and interest on long-term debt. Approximately 20% (and sometimes more) of MTA costs are not recovered in the current year from farebox revenues, other operating revenues or subsidies. That is why MTA operating statements generally show deficits. In addition, the recovery ratio allocates centralized MTA services to the Agencies, such as Security, the costs of the Inspector General, Civil Rights, Audit, Risk Management, Legal and Shared Services.

Farebox operating ratio focuses on Agency operating financial performance. It reflects the way MTA meets its statutory and bond-covenant budget-balancing requirements, and it excludes certain cost that are not subject to Agency control, but are provided centrally by MTA.

The Mid-Year Forecast and Actuals reflect the impact of PEGs.

SECTION 1: EXCLUDES MTA BUS COMPANY RIDERSHIP

Beginning with the January 2007 MTA Ridership Report, ridership statistics for MTA Bus Company will be reported. For comparison and consistency purposes, MTA-wide statistics will be presented both with and without MTA Bus Company ridership.

Section 1 presents MTA-wide ridership **excluding** MTA Bus Company. Section 2 presents MTA-wide ridership **including** MTA Bus Company.

Metropolitan Transportation Authority

September

Revenue Passengers	2007	2008	2009	Percent Change	Percent Change
MTA New York City Transit	190,497,756	203,381,207	194,133,267	6.76%	-4.55%
MTA New York City Subway	128,422,739	138,417,976	132,879,811	7.78%	-4.00%
MTA New York City Bus	62,075,017	64,963,231	61,253,456	4.65%	-5.71%
MTA Staten Island Railway	360,990	399,924	358,897	10.79%	-10.26%
MTA Long Island Rail Road	7,053,768	7,317,370	6,932,125	3.74%	-5.26%
MTA Metro-North Railroad	6,422,096	7,007,147	6,672,151	9.11%	-4.78%
East of Hudson	6,273,535	6,833,214	6,511,692	8.92%	-4.71%
Harlem Line	2,117,703	2,298,264	2,168,025	8.53%	-5.67%
Hudson Line	1,236,066	1,348,004	1,301,812	9.06%	-3.43%
New Haven Line	2,919,766	3,186,946	3,041,855	9.15%	-4.55%
West of Hudson	148,561	173,933	160,459	17.08%	-7.75%
Port Jervis line	115,534	126,147	114,972	9.19%	-8.86%
Pascack Valley Line	33,027	47,786	45,487	44.69%	-4.81%
MTA Long Island Bus (Total Passengers)	2,727,206	2,876,704	2,702,405	5.48%	-6.06%
MTA Bridges & Tunnels	25,427,309	24,301,147	24,502,093	-4.43%	0.83%
Total All Agencies (Excludes Bridges and Tunnels)	207,061,816	220,982,352	210,798,845	6.72%	-4.61%
Weekdays:	19	21	21		
Holidays:	1	1	1		
Weekend Days	10	8	8		
Days:	30	30	30		

Metropolitan Transportation Authority

September

Revenue Passengers Year to Date	2007	2008	Percent Change	2009	Percent Change
MTA New York City Transit	1,705,312,238	1,774,013,517	4.03%	1,718,786,584	-3.11%
MTA New York City Subway	1,155,033,631	1,214,118,435	5.12%	1,174,972,545	-3.22%
MTA New York City Bus	550,278,607	559,895,082	1.75%	543,814,039	-2.87%
MTA Staten Island Railway	2,957,372	3,268,351	10.52%	3,043,734	-6.87%
MTA Long Island Rail Road	63,990,718	65,842,196	2.89%	62,418,270	-5.20%
MTA Metro-North Railroad	59,140,284	62,369,500	5.46%	59,541,682	-4.53%
<i>East of Hudson</i>	57,737,472	60,795,763	5.30%	58,087,891	-4.45%
Harlem Line	19,494,644	20,398,434	4.64%	19,523,979	-4.29%
Hudson Line	11,410,499	12,084,157	5.90%	11,594,978	-4.05%
New Haven Line	26,832,329	28,313,172	5.52%	26,968,934	-4.75%
<i>West of Hudson</i>	1,402,812	1,573,737	12.18%	1,453,791	-7.62%
Port Jervis line	1,083,239	1,160,124	7.10%	1,048,109	-9.66%
Pascack Valley Line	319,573	413,613	29.43%	405,682	-1.92%
MTA Long Island Bus (Total Passengers)	23,870,582	24,559,921	2.89%	22,986,709	-6.41%
MTA Bridges & Tunnels	228,914,593	223,050,864	-2.56%	219,036,447	-1.80%
Total All Agencies Excludes MTA Bus Company (Excludes Bridges and Tunnels)	1,855,271,194	1,930,053,485	4.03%	1,866,776,979	-3.28%
Weekdays:	189	190		189	
Holidays:	6	6		6	
Weekend Days	78	78		78	
Days:	273	274		273	

Metropolitan Transportation Authority

September

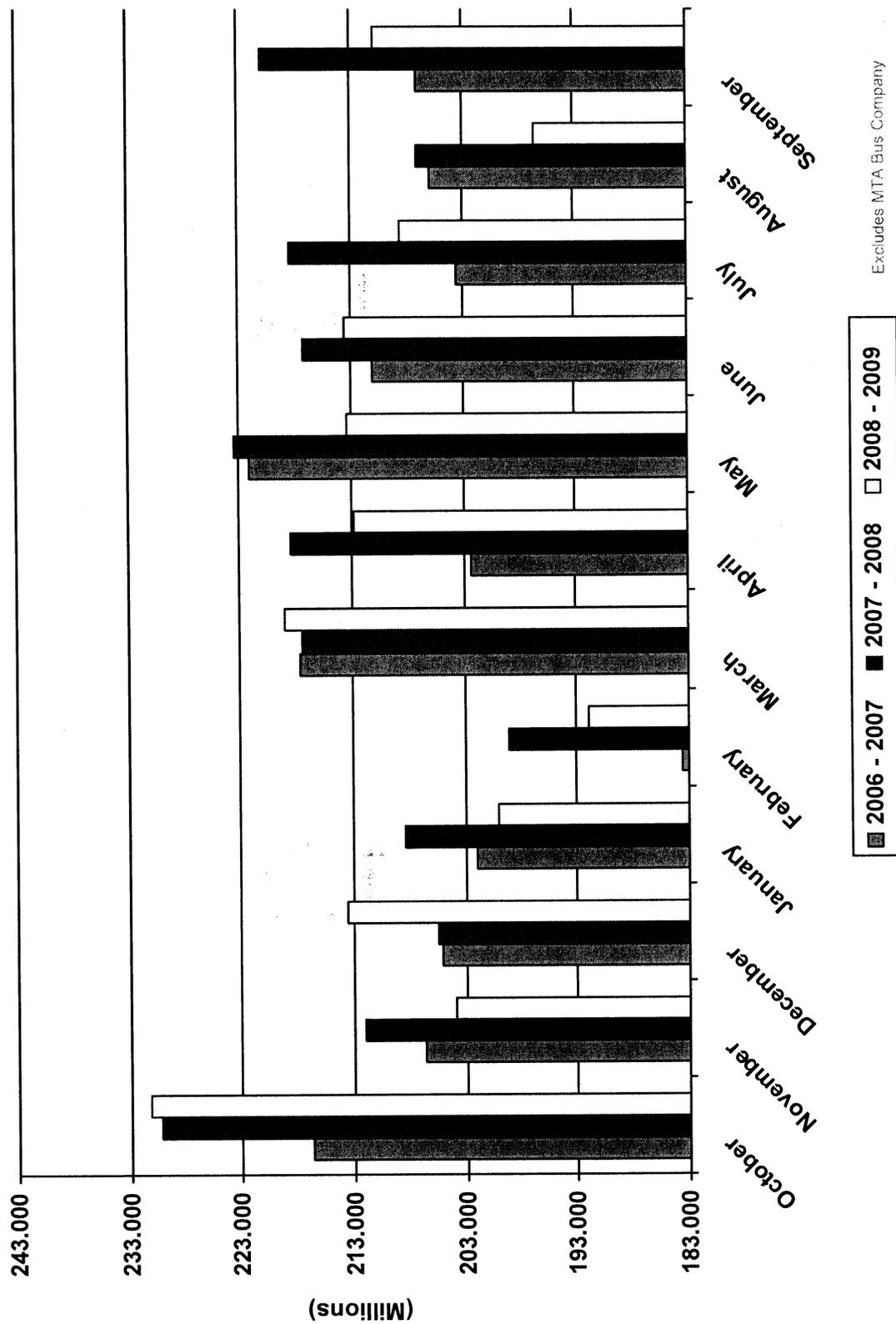
12 Month Averages	2007	2008	Percent Change	2009	Percent Change
MTA New York City Transit	190,288,078	197,437,989	3.76%	192,969,320	-2.26%
MTA New York City Subway	128,783,857	135,133,322	4.93%	132,061,290	-2.27%
MTA New York City Bus	61,504,221	62,304,667	1.30%	60,908,030	-2.24%
MTA Staten Island Railway	332,631	370,026	11.24%	346,270	-6.42%
MTA Long Island Rail Road	7,092,938	7,327,791	3.31%	6,994,546	-4.55%
MTA Metro-North Railroad	6,596,923	6,946,924	5.31%	6,727,284	-3.16%
<i>East of Hudson</i>	6,441,761	6,774,116	5.16%	6,563,218	-3.11%
Harlem Line	2,177,351	2,276,887	4.57%	2,209,669	-2.95%
Hudson Line	1,271,088	1,343,797	5.72%	1,307,583	-2.69%
New Haven Line	2,993,322	3,153,432	5.35%	3,045,966	-3.41%
<i>West of Hudson</i>	155,161	172,808	11.37%	164,067	-5.06%
Port Jervis line	119,789	128,051	6.90%	118,616	-7.37%
Pascack Valley Line	35,372	44,757	26.53%	45,451	1.55%
MTA Long Island Bus	2,669,616	2,731,446	2.32%	2,589,658	-5.19%
MTA Bridges & Tunnels	25,463,812	24,869,224	-2.34%	24,285,820	-2.35%
Total All Agencies	206,980,185	214,814,175	3.78%	209,627,078	-2.41%
(Excludes Bridges and Tunnels)					
Weekdays:	19	21		21	
Holidays:	1	1		1	
Weekend Days	10	8		8	
Days:	30	30		30	

Metropolitan Transportation Authority

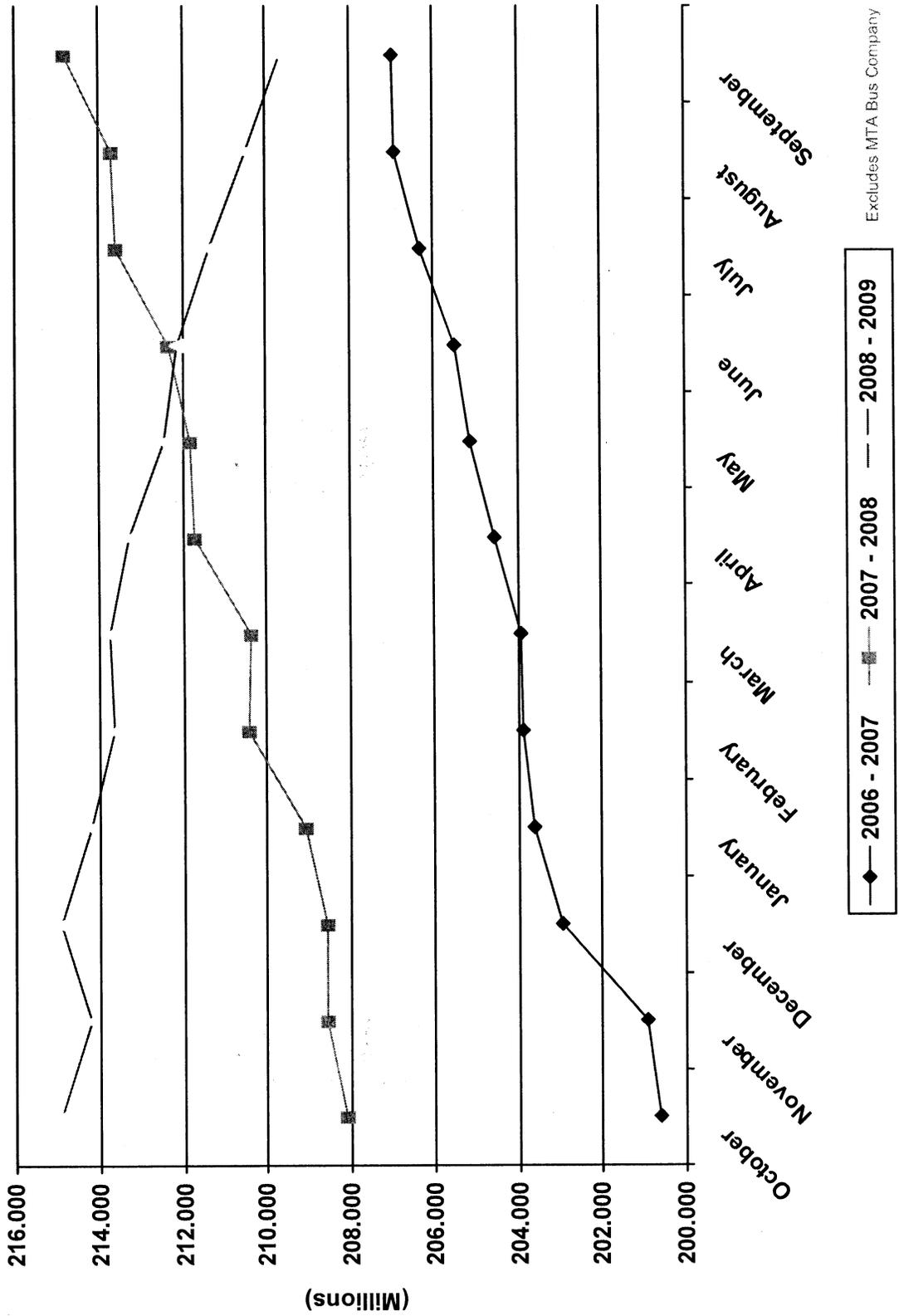
September

Average Weekday Passengers	2007	2008	Percent Change	2009	Percent Change
MTA New York City Transit	7,752,991	7,987,209	3.02%	7,562,159	-5.32%
MTA New York City Subway	5,242,611	5,443,705	3.84%	5,185,970	-4.73%
MTA New York City Bus	2,510,380	2,543,504	1.32%	2,376,189	-6.58%
MTA Staten Island Railway	17,181	17,566	2.24%	15,518	-11.66%
MTA Long Island Rail Road	322,673	307,787	-4.61%	289,942	-5.80%
MTA Metro-North Railroad	283,064	292,189	3.22%	276,589	-5.34%
<i>East of Hudson</i>	275,274	283,902	3.13%	268,945	-5.27%
Harlem Line	93,519	95,852	2.49%	90,064	-6.04%
Hudson Line	54,357	56,148	3.29%	53,682	-4.39%
New Haven Line	127,398	131,902	3.54%	125,199	-5.08%
<i>West of Hudson</i>	7,790	8,287	6.38%	7,644	-7.76%
Port Jervis line	6,056	6,011	-0.74%	5,477	-8.88%
Pascack Valley Line	1,734	2,276	31.26%	2,167	-4.79%
MTA Long Island Bus	116,269	117,534	1.09%	109,687	-6.68%
MTA Bridges & Tunnels	865,942	838,572	-3.16%	843,572	0.60%
Total All Agencies	8,492,178	8,722,285	2.71%	8,253,895	-5.37%
(Excludes MTA Bus Company)					
(Excludes Bridges and Tunnels)					
Weekdays:	19	21		21	
Holidays:	1	1		1	
Weekend Days	10	8		8	
Days:	30	30		30	

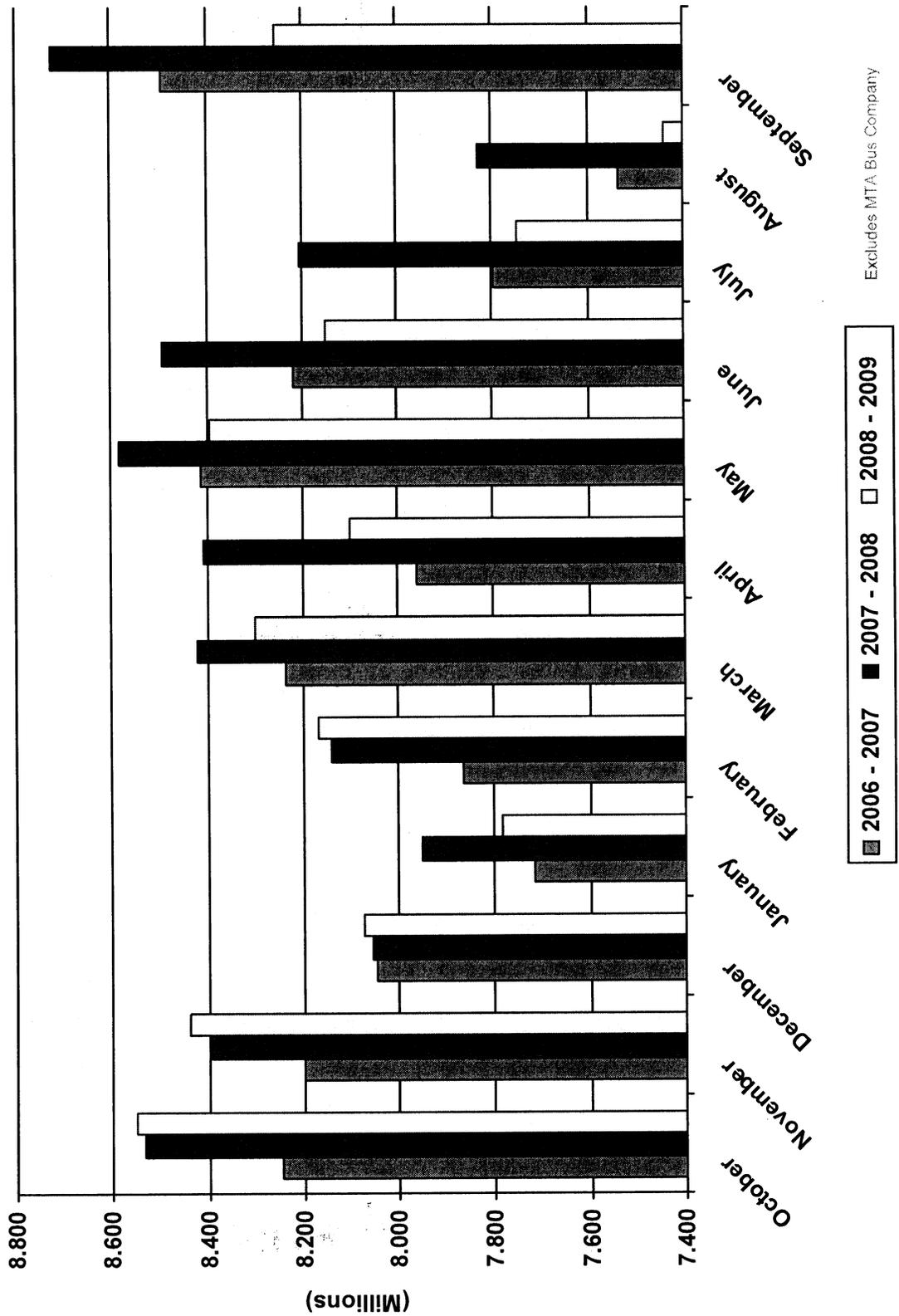
Metropolitan Transportation Authority Revenue Passengers



Metropolitan Transportation Authority 12 Month Averages



Metropolitan Transportation Authority Average Weekday Passengers



Excludes MTA Bus Company

SECTION 2: INCLUDES MTA BUS COMPANY RIDERSHIP

Beginning with the January 2007 MTA Ridership Report, ridership statistics for MTA Bus Company will be reported. For comparison and consistency purposes, MTA-wide statistics will be presented both with and without MTA Bus Company ridership.

Section 1 presents MTA-wide ridership **excluding** MTA Bus Company. Section 2 presents MTA-wide ridership **including** MTA Bus Company.

Metropolitan Transportation Authority

September

Revenue Passengers	2007	2008	Percent Change	2009	Percent Change
MTA New York City Transit	190,497,756	203,381,207	6.76%	194,133,267	-4.55%
MTA New York City Subway	128,422,739	138,417,976	7.78%	132,879,811	-4.00%
MTA New York City Bus	62,075,017	64,963,231	4.65%	61,253,456	-5.71%
MTA Bus Company	9,422,693	10,798,069	14.60%	10,252,638	-5.05%
MTA Staten Island Railway	360,990	399,924	10.79%	358,897	-10.26%
MTA Long Island Rail Road	7,053,768	7,317,370	3.74%	6,932,125	-5.26%
MTA Metro-North Railroad	6,422,096	7,007,147	9.11%	6,672,151	-4.78%
East of Hudson	6,273,535	6,833,214	8.92%	6,511,692	-4.71%
Harlem Line	2,117,703	2,298,264	8.53%	2,168,025	-5.67%
Hudson Line	1,236,066	1,348,004	9.06%	1,301,812	-3.43%
New Haven Line	2,919,766	3,186,946	9.15%	3,041,855	-4.55%
West of Hudson	148,561	173,933	17.08%	160,459	-7.75%
Port Jervis line	115,534	126,147	9.19%	114,972	-8.86%
Pascack Valley Line	33,027	47,786	44.69%	45,487	-4.81%
MTA Long Island Bus	2,727,206	2,876,704	5.48%	2,702,405	-6.06%
(Total Passengers)					
MTA Bridges & Tunnels	25,427,309	24,301,147	-4.43%	24,502,093	0.83%
Total All Agencies	216,484,509	231,780,421	7.07%	221,051,483	-4.63%
(Excludes Bridges and Tunnels)					
Weekdays:	19	21		21	
Holidays:	1	1		1	
Weekend Days	10	8		8	
Days:	30	30		30	

Metropolitan Transportation Authority

September

Revenue Passengers Year to Date	2007	2008	Percent Change	2009	Percent Change
MTA New York City Transit	1,705,312,238	1,774,013,517	4.03%	1,718,786,584	-3.11%
MTA New York City Subway	1,155,033,631	1,214,118,435	5.12%	1,174,972,545	-3.22%
MTA New York City Bus	550,278,607	559,895,082	1.75%	543,814,039	-2.87%
MTA Bus Company	80,997,231	90,097,705	11.24%	89,088,786	-1.12%
MTA Staten Island Railway	2,957,372	3,268,351	10.52%	3,043,734	-6.87%
MTA Long Island Rail Road	63,990,718	65,842,196	2.89%	62,418,270	-5.20%
MTA Metro-North Railroad	59,140,284	62,369,500	5.46%	59,541,682	-4.53%
East of Hudson	57,737,472	60,795,763	5.30%	58,087,891	-4.45%
Harlem Line	19,494,644	20,398,434	4.64%	19,523,979	-4.29%
Hudson Line	11,410,499	12,084,157	5.90%	11,594,978	-4.05%
New Haven Line	26,832,329	28,313,172	5.52%	26,968,934	-4.75%
West of Hudson	1,402,812	1,573,737	12.18%	1,453,791	-7.62%
Port Jervis line	1,083,239	1,160,124	7.10%	1,048,109	-9.66%
Pascack Valley Line	319,573	413,613	29.43%	405,682	-1.92%
MTA Long Island Bus	23,870,582	24,559,921	2.89%	22,986,709	-6.41%
(Total Passengers)					
MTA Bridges & Tunnels	228,914,593	223,050,864	-2.56%	219,036,447	-1.80%
Total All Agencies	1,936,268,425	2,020,151,190	4.33%	1,955,865,765	-3.18%
(Excludes Bridges and Tunnels)					
Weekdays:	189	190		189	
Holidays:	6	6		6	
Weekend Days	78	78		78	
Days:	273	274		273	

Metropolitan Transportation Authority

September

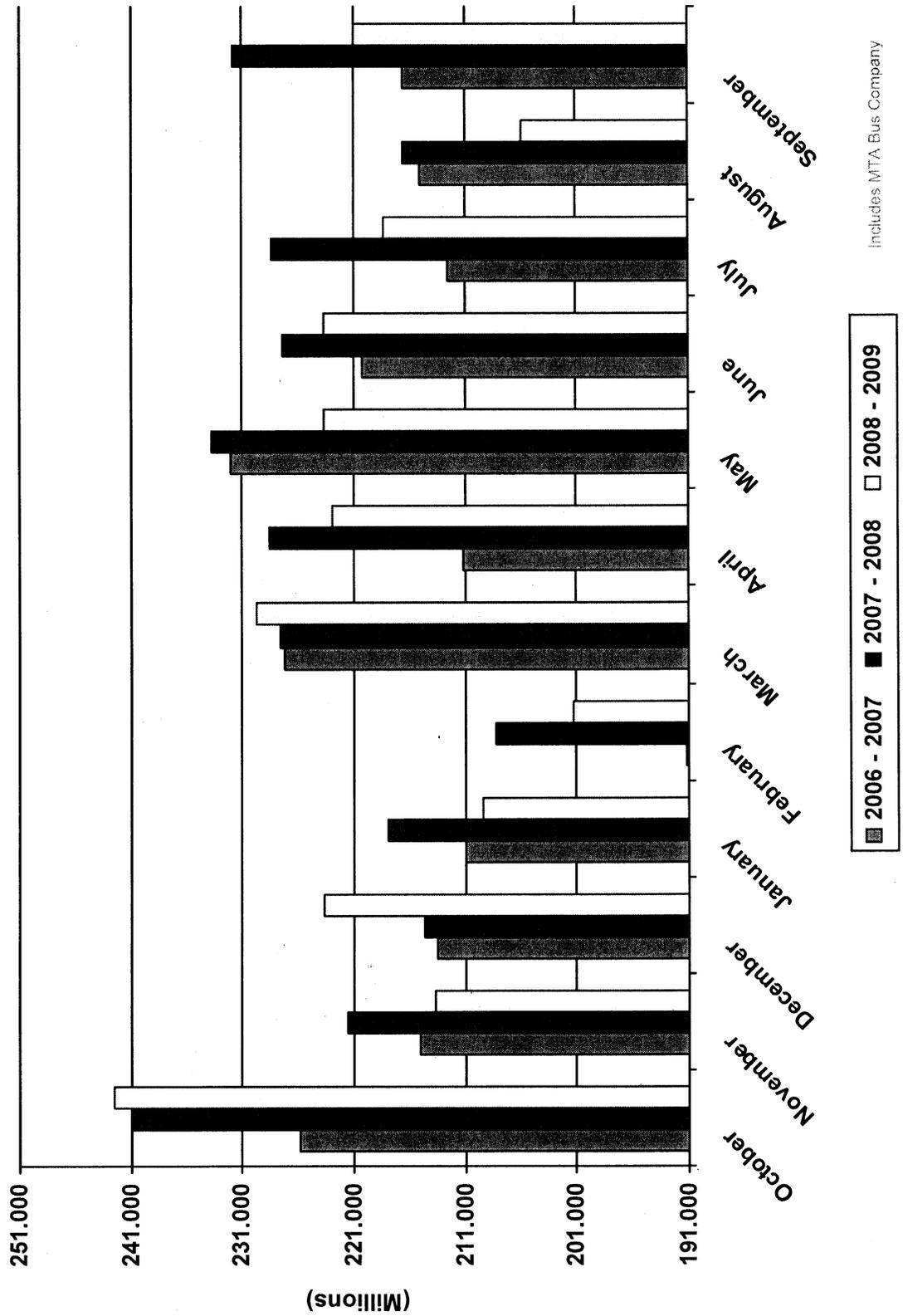
12 Month Averages	2007	2008	Percent Change	2009	Percent Change
MTA New York City Transit	190,288,078	197,437,989	3.76%	192,969,320	-2.26%
MTA New York City Subway	128,783,857	135,133,322	4.93%	132,061,290	-2.27%
MTA New York City Bus	61,504,221	62,304,667	1.30%	60,908,030	-2.24%
MTA Bus Company	8,906,524	9,947,512	11.69%	10,001,569	0.54%
MTA Staten Island Railway	332,631	370,026	11.24%	346,270	-6.42%
MTA Long Island Rail Road	7,092,938	7,327,791	3.31%	6,994,546	-4.55%
MTA Metro-North Railroad	6,596,923	6,946,924	5.31%	6,727,284	-3.16%
<i>East of Hudson</i>	6,441,761	6,774,116	5.16%	6,563,218	-3.11%
Harlem Line	2,177,351	2,276,887	4.57%	2,209,669	-2.95%
Hudson Line	1,271,088	1,343,797	5.72%	1,307,583	-2.69%
New Haven Line	2,993,322	3,153,432	5.35%	3,045,966	-3.41%
<i>West of Hudson</i>	155,161	172,808	11.37%	164,067	-5.06%
Port Jervis line	119,789	128,051	6.90%	118,616	-7.37%
Pascack Valley Line	35,372	44,757	26.53%	45,451	1.55%
MTA Long Island Bus	2,669,616	2,731,446	2.32%	2,589,658	-5.19%
MTA Bridges & Tunnels	25,463,812	24,869,224	-2.34%	24,285,820	-2.35%
Total All Agencies	215,886,708	224,761,687	4.11%	219,628,647	-2.28%
(Excludes Bridges and Tunnels)					
Weekdays:	19	21		21	
Holidays:	1	1		1	
Weekend Days	10	8		8	
Days:	30	30		30	

Metropolitan Transportation Authority

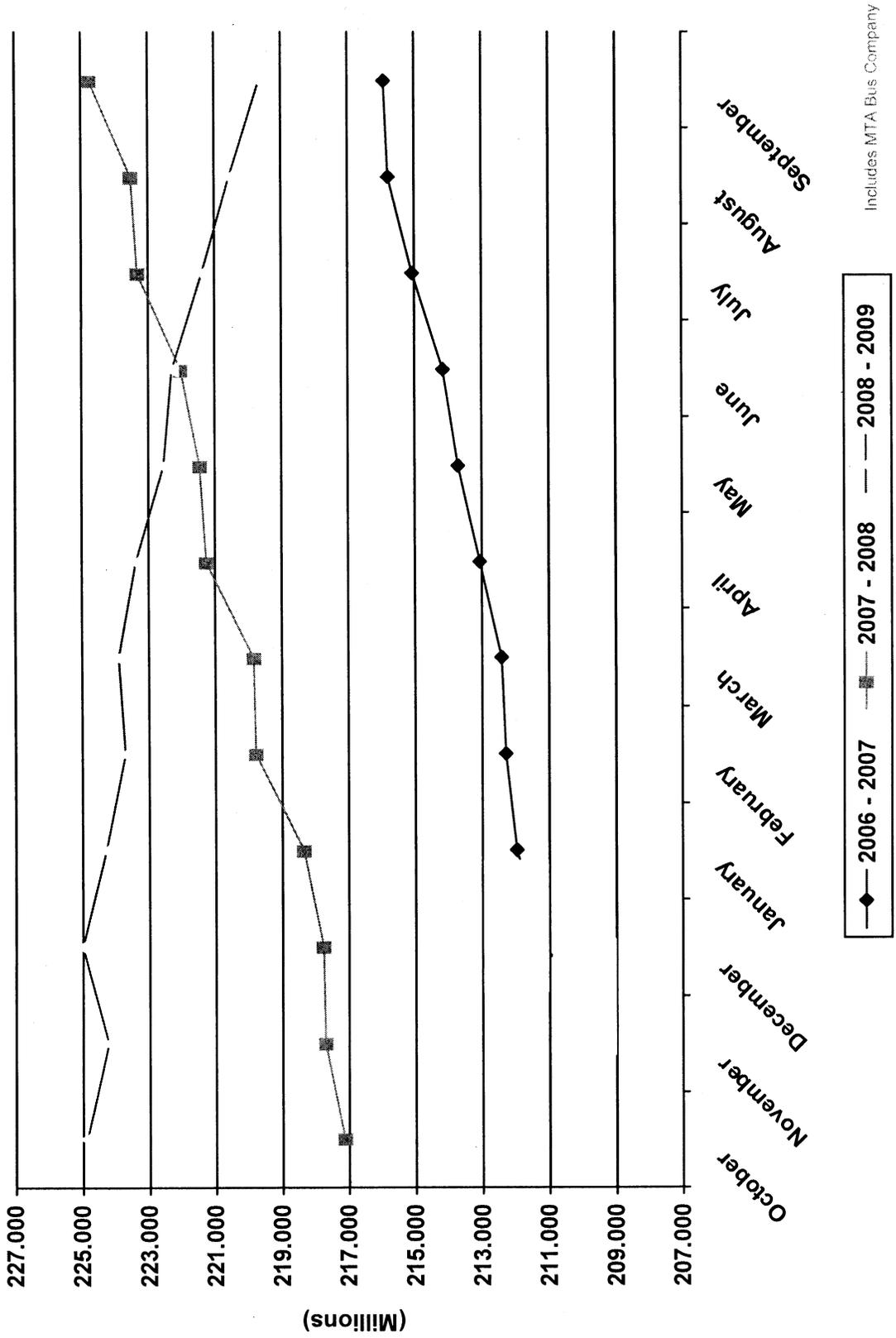
September

Average Weekday Passengers	2007	2008	Percent Change	2009	Percent Change
MTA New York City Transit	7,752,991	7,987,209	3.02%	7,562,159	-5.32%
MTA New York City Subway	5,242,611	5,443,705	3.84%	5,185,970	-4.73%
MTA New York City Bus	2,510,380	2,543,504	1.32%	2,376,189	-6.58%
MTA Bus Company	395,316	433,912	9.76%	409,236	-5.69%
MTA Staten Island Railway	17,181	17,566	2.24%	15,518	-11.66%
MTA Long Island Rail Road	322,673	307,787	-4.61%	289,942	-5.80%
MTA Metro-North Railroad	283,064	292,189	3.22%	276,589	-5.34%
East of Hudson	275,274	283,902	3.13%	268,945	-5.27%
Harlem Line	93,519	95,852	2.49%	90,064	-6.04%
Hudson Line	54,357	56,148	3.29%	53,682	-4.39%
New Haven Line	127,398	131,902	3.54%	125,199	-5.08%
West of Hudson	7,790	8,287	6.38%	7,644	-7.76%
Port Jervis line	6,056	6,011	-0.74%	5,477	-8.88%
Pascack Valley Line	1,734	2,276	31.26%	2,167	-4.79%
MTA Long Island Bus	116,269	117,534	1.09%	109,687	-6.68%
MTA Bridges & Tunnels	865,942	838,572	-3.16%	843,572	0.60%
Total All Agencies	8,887,494	9,156,197	3.02%	8,663,131	-5.39%
(Excludes Bridges and Tunnels)					
Weekdays:	19	21		21	
Holidays:	1	1		1	
Weekend Days	10	8		8	
Days:	30	30		30	

Metropolitan Transportation Authority Revenue Passengers

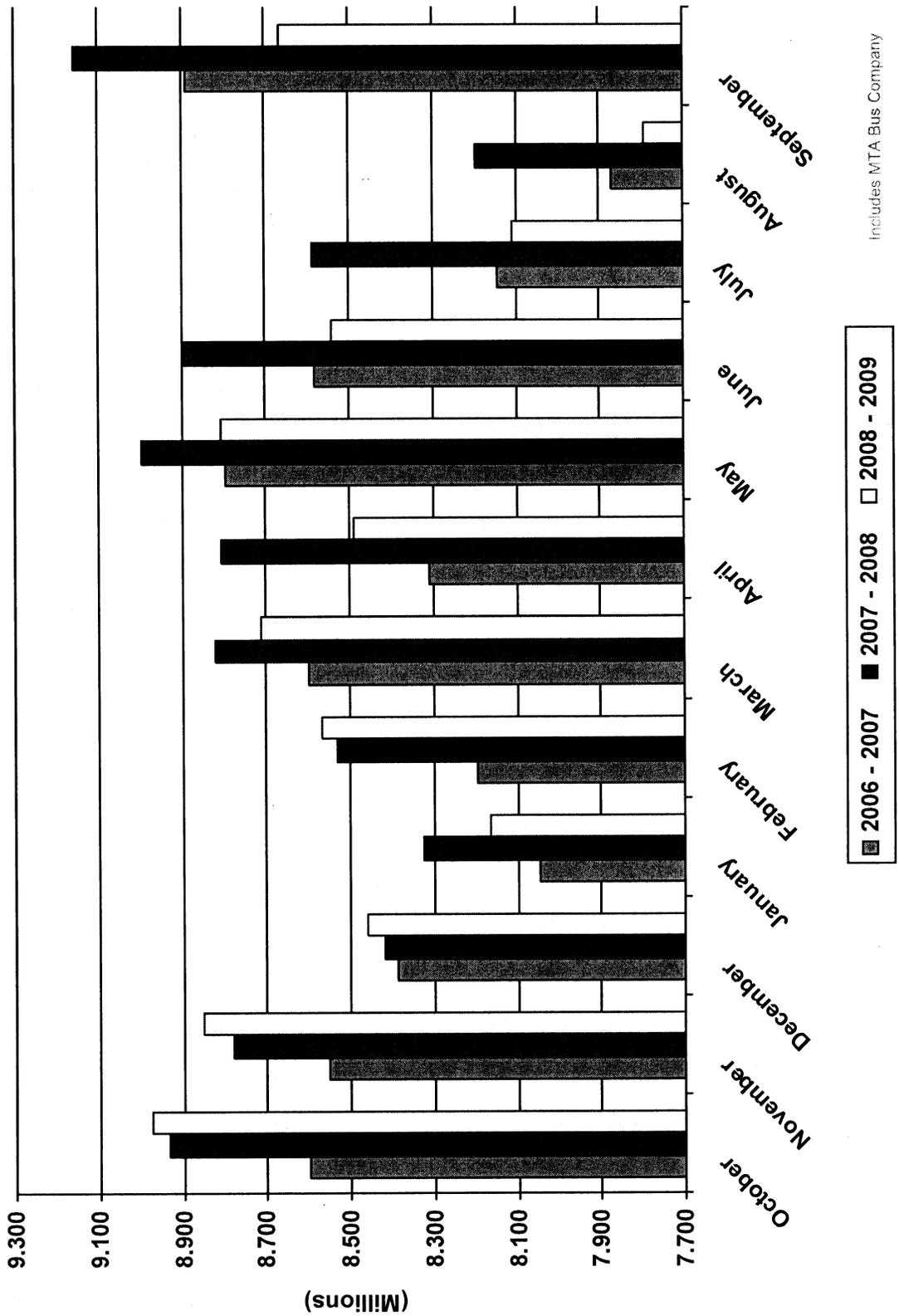


Metropolitan Transportation Authority 12 Month Averages



Includes MTA Bus Company

Metropolitan Transportation Authority Average Weekday Passengers



Includes MTA Bus Company

Metropolitan Transportation Authority

Revenue Passengers	2006 - 2007	2007 - 2008	2008 - 2009	Percent Change	Percent Change
Service Month	2006 - 2007	2007 - 2008	2008 - 2009	Percent Change	Percent Change
October	225,916,743	240,881,448	242,434,931	6.62%	0.64%
November	215,008,741	221,587,664	213,551,722	3.06%	-3.63%
December	213,446,592	214,519,937	223,691,350	0.50%	4.28%
January	210,929,918	217,853,139	209,480,305	3.28%	-3.84%
February	191,124,549	208,186,747	201,164,382	8.93%	-3.37%
March	227,108,123	227,558,272	229,669,565	0.20%	0.93%
April	211,086,994	228,609,552	222,861,245	8.30%	-2.51%
May	232,028,398	233,868,361	223,773,992	0.79%	-4.32%
June	220,169,085	227,294,799	223,752,339	3.24%	-1.56%
July	212,404,772	228,424,180	218,258,479	7.54%	-4.45%
August	214,932,077	216,575,719	205,853,975	0.76%	-4.95%
September	216,484,509	231,780,421	221,051,483	7.07%	-4.63%
12 Month Ave	215,886,708	224,761,687	219,628,647	4.11%	-2.28%
Year-to-Date	1,936,268,425	2,020,151,190	1,955,965,765	4.33%	-3.18%

12 Month Averages

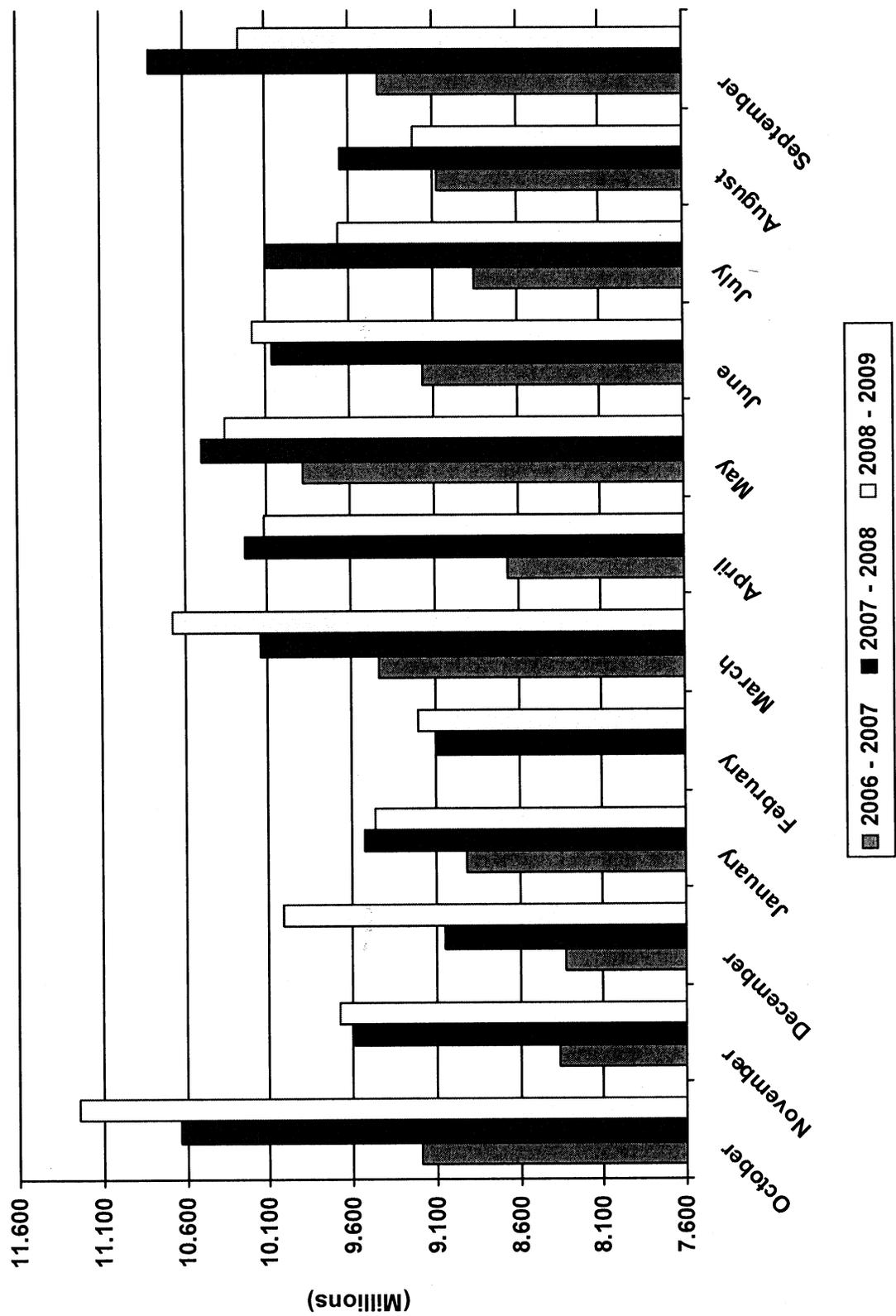
Service Month	2006 - 2007	2007 - 2008	2008 - 2009	Percent Change	Percent Change
October	217,133,767	217,682,011	224,891,144	3.57%	3.57%
November	218,348,391	217,771,456	224,985,766	3.00%	3.31%
December	211,988,680	219,770,241	224,288,030	3.00%	2.72%
January	212,275,856	219,807,754	223,702,833	3.53%	1.79%
February	212,413,229	221,267,967	223,878,774	3.48%	1.85%
March	213,073,148	221,421,297	223,399,748	3.85%	0.96%
April	213,717,477	222,015,106	222,558,551	3.60%	0.51%
May	214,139,122	222,015,106	222,263,346	3.68%	0.11%
June	215,063,259	223,350,057	221,416,204	3.86%	-0.87%
July	215,754,084	223,487,027	220,522,726	3.58%	-1.33%
August	215,886,708	224,761,687	219,628,647	4.11%	-2.28%
September					

Average Weekday Passengers

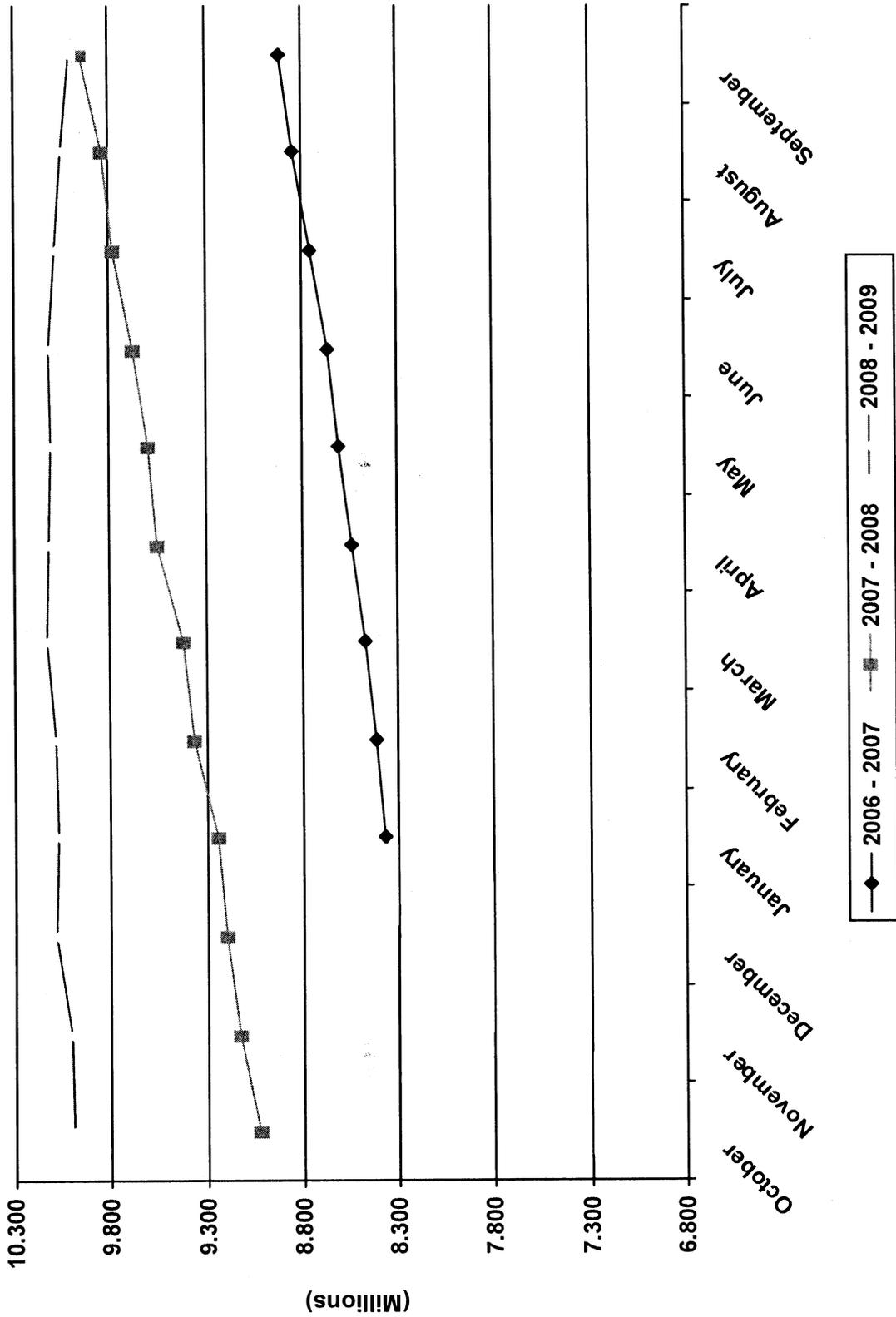
Service Month	2006 - 2007	2007 - 2008	2008 - 2009	Percent Change	Percent Change
October	8,597,210	8,932,833	8,972,705	3.90%	0.45%
November	8,554,046	8,778,730	8,849,687	2.63%	0.81%
December	8,384,740	8,419,991	8,458,974	0.42%	0.46%
January	8,046,762	8,326,431	8,162,123	3.48%	-1.97%
February	8,197,615	8,530,065	8,567,436	4.06%	0.44%
March	8,599,421	8,821,301	8,712,253	2.58%	-1.24%
April	8,309,282	8,806,282	8,490,987	5.98%	-3.58%
May	8,793,985	8,996,527	8,806,149	2.30%	-2.12%
June	8,583,226	8,891,929	8,543,323	3.60%	-3.92%
July	8,142,581	8,586,010	8,110,084	5.45%	-5.54%
August	7,872,149	8,197,998	7,793,539	4.14%	-4.93%
September	8,887,494	9,156,197	8,663,131	3.02%	-5.39%

Includes MTA Bus Company

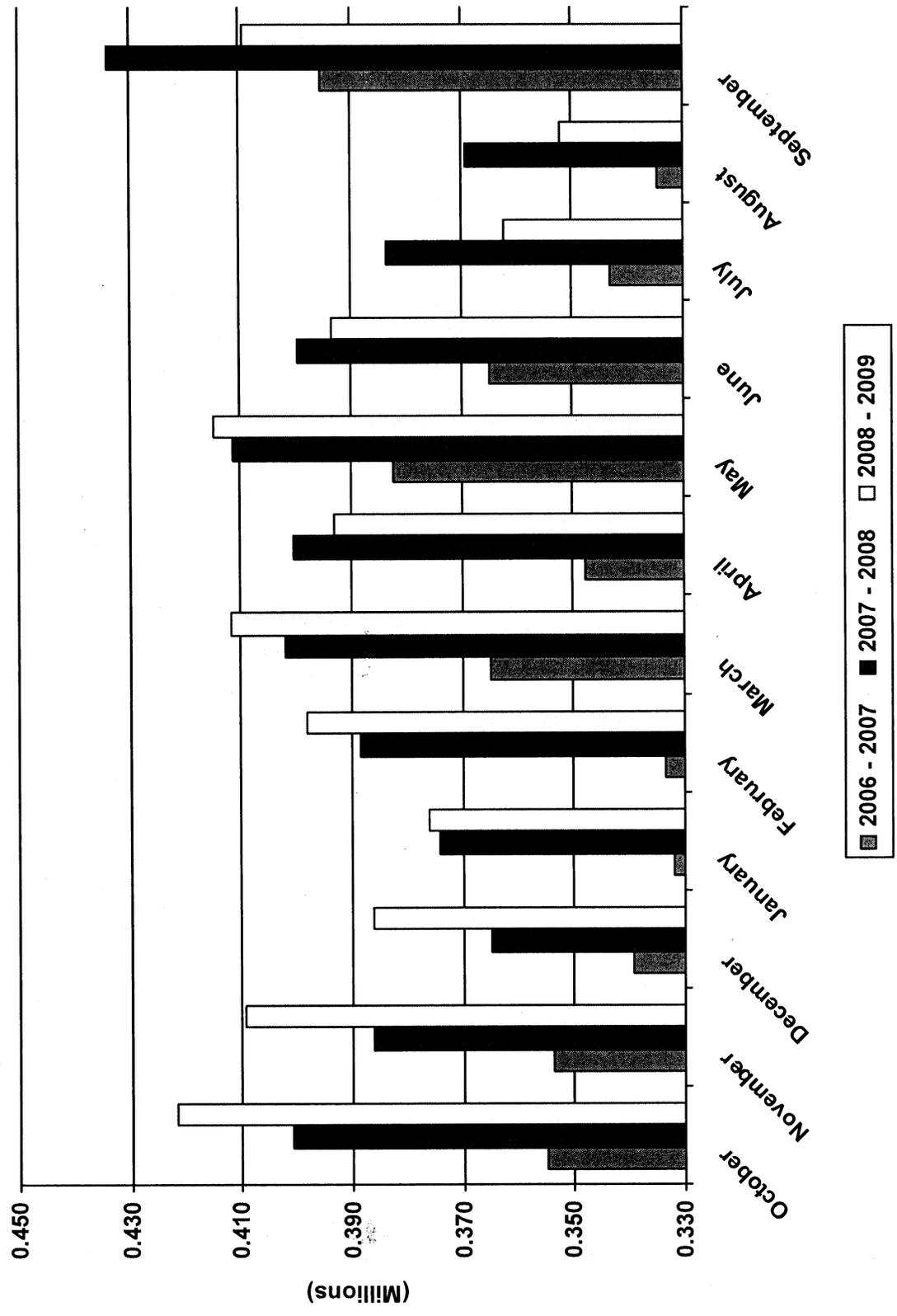
MTA Bus Company Revenue Passengers



MTA Bus Company 12 Month Averages



MTA Bus Company Average Weekday Passengers



MTA DEBT OUTSTANDING (\$ in Millions)

November 2, 2009

Type of Credit	BPA	Principal Iss.	Current Amount	Average Annual	Maturity	All-In	
<u>Underlying Ratings (Moody's/S&P / Fitch)</u>	<u>Series</u>	<u>Sale Date</u>	<u>Amount</u>	<u>Debt Service</u>	<u>Date (Final)</u>	<u>True Interest Cost (%)</u>	<u>Notes</u>
MTA Transportation Revenue Bonds (A2/A/A)	2002A	5/9/02	\$2,894.185	\$2,669.575	11/15/32	5.31	
	2002B	5/28/02	210.500	210.500	11/1/22	2.68	(1) (5)
	2002D	5/29/02	400.000	400.000	11/1/32	4.21	(2) (7)
	2002E	6/12/02	397.495	322.515	11/15/31	5.13	
	2002F	11/14/02	446.110	282.355	11/15/31	4.81	
	2002G	11/19/02	400.000	200.000	11/1/26	2.61	(8) (5)
	2003A	5/8/03	475.340	385.455	11/15/32	4.49	
	2003B	7/30/03	751.765	456.915	11/15/32	5.10	
	2005A	2/9/05	650.000	611.330	11/15/35	4.76	
	2005B	6/22/05	750.000	699.125	11/15/35	4.80	
	2005C	10/19/05	150.000	114.540	11/15/16	4.19	
	2005D	11/1/05	250.000	250.000	11/1/35	3.99	(4) (11)
	2005E	11/1/05	250.000	250.000	11/1/35	3.92	(8) (4)
	2005F	11/16/05	468.760	431.610	11/15/35	4.88	
	2005G	12/7/05	250.000	250.000	11/1/26	2.65	(6) (5)
	2005H	11/22/05	173.370	84.660	11/15/12	4.06	
	2006A	7/13/06	475.000	428.700	11/15/35	4.89	
	2006B	12/13/06	717.730	694.370	11/15/36	4.52	
	2007A	6/27/07	425.615	411.400	11/15/37	4.84	
	2007B	12/6/07	415.000	408.830	11/15/37	4.75	
	2008A	2/13/08	512.470	512.470	11/15/38	4.91	
	2008B	2/13/08	487.530	487.530	11/15/30	3.82	(10)
	CP-1	9/26/08	750.000	750.000	27 days	1.17	(9)
	2008C	10/17/08	550.000	500.000	11/15/13	6.68	(15)
	2009 RAN	7/7/09	600.000	600.000	12/31/09	0.82	
	2009A	10/6/09	<u>502.320</u>	<u>502.320</u>	12/15/39	<u>3.79</u>	(14)
	Total:		14,353.190	12,914.200	\$804.3 thru 2031	WATIC	4.68
TBTA General Revenue Bonds (Aa2/AA-/AA)	EFC_1996A	6/26/96	28.445	15.210	1/1/18	5.85	(3)
	2001A	11/7/01	1,125.720	504.930	1/1/28	5.14	
	2001B	12/18/01	148.200	143.010	1/1/32	6.17	(8) (4)
	2001C	12/18/01	148.200	143.010	1/1/32	6.17	(8) (4)
	2002A	3/6/02	268.300	171.765	1/1/27	5.26	
	2002B	9/19/02	2,157.065	1,764.555	11/15/32	4.56	
	2002F	11/8/02	246.480	229.150	11/1/32	2.70	(2) (4)
	2003B	12/9/03	250.000	224.245	1/1/33	2.76	(2) (13)
	2005A	5/10/05	150.000	138.995	11/1/35	2.91	(2) (5)
	2005B	7/6/05	800.000	593.700	1/1/32	3.56	(2) (4)
	2006A	6/8/06	200.000	187.725	11/15/35	4.72	
	2007A	6/13/07	223.355	215.930	11/15/37	4.84	
	2008A	3/13/08	822.770	822.770	11/15/38	4.93	
	2008B	3/13/08	252.230	252.230	11/15/38	4.02	(10)
	2008C	7/16/08	629.890	629.890	11/15/38	4.72	
	2009A	2/11/09	475.000	475.000	11/15/38	5.35	
	2009B	9/10/09	<u>200.000</u>	<u>200.000</u>	11/15/39	<u>3.63</u>	(14)
	Total:		8,125.655	6,712.115	\$451.2 thru 2032	WATIC	4.65
TBTA Subordinate Revenue Bonds (Aa3/A+/AA-)	2000AB	11/01/00	263.000	175.300	1/1/19	6.32	(2) (4)
	2000CD	11/01/00	263.000	125.300	1/1/19	6.32	(2) (4)
	2002E	10/23/02	756.095	756.095	11/15/32	5.34	
	2003A	2/27/03	500.170	432.545	11/15/32	4.91	
	2008D	7/16/08	<u>491.110</u>	<u>481.860</u>	11/15/28	<u>4.69</u>	
	Total:		2,273.375	1,971.100	\$146.7 thru 2032	WATIC	5.24
MTA Dedicated Tax Fund Bonds (AA/A+)	2001A	11/16/01	554.105	158.960	11/15/21	5.01	
	2002A	8/7/02	1,246.870	1,030.375	11/15/32	5.05	
	2002B	9/4/02	440.000	440.000	11/1/22	4.63	(2) (4)
	2004A	2/26/04	250.000	191.800	11/15/18	3.49	
	2004B	3/9/04	500.000	300.000	11/1/33	3.19	(1) (5)
	2004C	12/15/04	120.000	90.860	11/15/18	3.77	
	2006A	6/7/06	350.000	335.300	11/15/35	4.18	
	2006B	10/25/06	410.000	389.405	11/15/36	4.28	
	2008A	6/24/08	352.915	349.550	11/1/31	3.90	(2) (4)
	2008B	8/6/08	348.175	346.120	11/1/34	1.50	(8) (5)
	2009A	3/12/09	261.700	261.700	11/15/39	5.55	
	2009B	4/23/09	500.000	500.000	11/15/30	5.00	
	2009C	4/23/09	<u>750.000</u>	<u>750.000</u>	11/15/39	<u>4.89</u>	(14)
	Total:		6,083.765	5,144.070	\$348.1 thru 2034	WATIC	4.69
MTA State Service Contract Bonds (AA-/A+)	2002A	6/5/02	1,715.755	1,629.335	7/1/31	5.29	
	2002B	6/26/02	<u>679.450</u>	<u>514.315</u>	7/1/31	<u>4.93</u>	
	Total:		2,395.205	2,143.650	\$165.0 thru 2031	WATIC	5.20
MTA Certificates of Participation (2 Broadway) (Caa2/CC/NR)⁽¹⁾⁽⁴⁾	1999A	6/25/99	328.205	33.830	1/1/13	5.82	
	2000A	6/7/00	121.200	13.740	1/1/14	6.16	
	2004A	9/21/04	<u>357.925</u>	<u>353.050</u>	1/1/30	<u>4.15</u>	(1) (4)
	Total:		807.330	400.620	\$ 27.2 thru 2030	WATIC	4.36
Grand Total - Bonds and Notes:			<u>\$34,038,520</u>	<u>\$29,285,755</u>			

See accompanying notes on next page.

NOTES

- (1) Variable Rate Bonds initially issued in Auction Rate Mode.
- (2) Variable Rate Bonds initially issued in Weekly Mode. Backed by Standby Bond Purchase Agreement(s).
- (3) Subsidized loan provided through the NYS Water Pollution Control Revolving Fund for certain projects designed to remedy sources of groundwater contamination at various MTA sites. Estimated TIC after subsidy is 4.2842%.
- (4) Variable rate bonds swapped to fixed rate. True Interest Cost (TIC) based on swap rate plus support costs of variable rate bonds. Synthetic fixed rate issues are included in the WATIC.
- (5) TIC represents average cost of financing to date, including interest, liquidity or auction agent fees, and remarketing fees. Variable rate issues are not included in the WATIC.
- (6) Variable Rate Bonds initially issued in Daily Mode. Backed by a Direct pay letter of credit.
- (7) Subseries 2002D-1 swapped to fixed at 3.385% to 1/1/2006, 4% variable rate estimated thereafter. Subseries 2002D-2 swapped to fixed in two steps: 3.627% to 1/1/2007, 4.45% thereafter to maturity. True Interest Cost (TIC) based on swap rate, estimated variable rate plus support costs of variable rate bonds.
- (8) Variable Rate Bonds initially issued in Weekly Mode. Backed by a Direct pay letter of credit.
- (9) Variable Rate BANs issued as Commercial Paper. Maturities range from 1 to 270 days. Average maturity and cost of capital are listed. CP cost of capital is not included in WATIC.
- (10) Variable Interest Rate Bonds initially issued in Term Rate Mode.
- (11) Variable Rate Bonds initially issued in Auction Rate Mode, converted to Variable Rate bonds on 11/7/2008 2005D-1 \$150m in Weekly Mode; 11/11/2008 2005D-2 \$100m in Daily Mode.
- (12) Reflects rating of Ambac Assurance Corporation.
- (13) Variable rate bonds are partially swapped to fixed rate. True Interest Cost (TIC) based on swap rate plus support costs of variable rate bonds.
- (14) Fixed rate bonds issued as taxable Build America Bonds. True Interest Cost (TIC) is net of 35% interest subsidy.
- (15) Reflects current refunding of \$50m 11/15/2009 maturity.

