



Metropolitan Transportation Authority

Finance Committee Meeting

April 2012

Committee Members

A. Saul, Chair
J. Ballan
J. Blair
J. Banks, III
A. Cappelli
J. Kay
M. Page
M. Pally
J. Sedore, Jr.
V. Tessitore
C. Wortendyke

MEETING AGENDA

MTA FINANCE COMMITTEE

Monday, April 23, 2012 – 12:45 PM

347 Madison Avenue
Fifth Floor Board Room
New York, NY

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Date of next meeting: Monday, May 21, 2012 at 12:45 PM

Minutes of the MTA Finance Committee Meeting

March 26, 2012
347 Madison Ave
New York, NY
12:45 PM

The following Finance Committee members attended:

Hon. Andrew M. Saul, Chairman
Hon. Andrew Albert
Hon. Jonathan A. Ballan
Hon. John H. Banks III
Hon. James F. Blair
Hon. Allen P. Cappelli
Hon. Mark Page
Hon. Mitchell Pally
Hon. James L. Sedore, Jr.
Hon. Carl V. Wortendyke

The following Finance Committee members did not attend:

Hon. Jeffrey A. Kay
Hon. Vincent Tessitore

The following MTA staff attended:

Robert Foran
Douglas Johnson
Patrick McCoy
Jeffrey Rosen

Chairman Andrew M. Saul called the March 26, 2012 meeting of the Finance Committee to order at 12:45 PM.

I. Public Comments

There were no public speakers.

II. Approval of Minutes

The MTA Board approved the minutes to its previous meeting held on February 27, 2012.

III. Committee Work Plan

There were no changes to the 2012 Committee Work Plan.

IV. Budgets/ Capital Cycle

A. Budget Watch

Mr. Johnson stated that March Budget Watch focused on preliminary results for February and March. YTD results were slightly better than budget as favorable operating results, from

higher passenger and toll revenue, and lower expenses, were mostly offset by lower subsidy receipts.

Passenger revenues were favorable to budget by \$5 million, or 1.3%, increasing the YTD favorable variance to \$6.6 million, or 0.9%. Commuter Rail performance in particular was very strong in February and appears to have benefited both from favorable weather and higher NYC employment, which has proven to be stronger than what was projected in the budget (and is reflected in revised employment data recently released by the Bureau of Labor Statistics). The LIRR was 6.6% favorable for the month and MNR was 3.7% favorable. NYCT passenger revenue was on target for the month.

The same factors influencing commuter rail ridership also benefited Bridges and Tunnels. February toll revenue was favorable than budget by \$5.5 million, or 5.2%, increasing the YTD favorable variance to \$7.2 million, or 3.3%.

Operating expenses were also favorable to Budget on a monthly and year-to-date basis due primarily to lower non-payroll expenses. For the month of February, expenses were \$32.3 million, or 4.4%, favorable, increasing the YTD variance to \$43.2 million, or 2.9%. Timing is likely responsible for much of this variance. In addition, MTA Agencies were in the midst of developing initiatives to meet the \$40 million in Unspecified Deficit Reduction, which was included as a below-the-line adjustment in the February Financial Plan. Mr. Johnson noted that the Agencies may be applying some of the YTD savings towards the Unspecified Deficit Reduction in the upcoming July Financial Plan.

Overtime costs were slightly unfavorable for the month; however, the YTD variance of \$7.8 million, or 11.1%, still reflects unfavorable January results. Some of the Overtime savings was due to timing, additional maintenance, and vacancy coverage.

February Debt Service costs were \$12.1 million, or 6.6%, favorable for the month and \$12.7 million, or 3.5%, favorable year-to-date due to lower variable rates and timing factors.

Subsidy numbers were unfavorable. March Payroll Mobility Tax (PMT) receipts of \$104.4 million were \$16.0 million, or 13.3%, below forecast. YTD receipts were below the forecast by \$33.8 million, or 7.3%. Much of this variance appears to be the result of lower annual bonuses in the financial services industry – which have been reported to be between 14% and 24% below the prior year. These bonuses are budgeted in the early months, so losses are not expected to continue for the year.

Mr. Pally asked how the PMT receipts were determined. Mr. Johnson stated that the actual payroll amount, rather than the number of employees, was the determining factor, which is why Wall Street bonuses have such a large impact on PMT receipts.

The quarterly payment of MTA Aid receipts in March was below budget by \$12.4 million, or 16.4%. This variance was timing-related, including the decision by the State to hold back approximately \$9 million, so it would not exceed its 2011-2012 appropriation. These monies will be advanced with the June payment.

March YTD PBT receipts were also unfavorable by \$4.5 million, which appears to be mostly due to timing.

Total Real Estate Taxes for March were \$7.4 million (13.3%) below the Adopted Budget forecast, while YTD total Real Estate Tax receipts fell short of the forecast by \$10.8 million (6.5% unfavorable).

Also impacting subsidies, the State made an unscheduled MMTOA payment to the MTA in the amount of \$10.7 million in March. This was due to additional collections in the MMTOA account in SFY 2011-2012 that had not been anticipated when the original forecast was done. This provided some offset to the other subsidy reductions just mentioned.

Mr. Saul indicated that subsidies were likely to trend unfavorably; and it is therefore, very important for the MTA to continue to focus on expense reduction measures.

As the First Quarter for 2012 has already passed, Mr. Cappelli wanted to know what progress had been made in the identification of the savings initiatives for the \$40 million Unspecified Deficit Reduction target. Mr. Johnson responded that each MTA Agency was given a percentage target last month, based on the size of their operating expenses, to meet the reduction. In April, the Agencies will respond with plans on how to meet the savings targets. Mr. Foran noted that the Agencies had already anticipated the \$40 million in reductions earlier. Mr. Page cautioned that favorable expense results were being measured against a budget that did not include the \$40 million in savings. Mr. Johnson stated that it was unclear whether current YTD savings were timing-related or real. In any case, Agency deficit reduction measures will need to result in recurring out-year savings. Thus "one-shot" measures will not be sufficient to meet expense reduction targets.

B. Finance Watch

Mr. McCoy advised that the MTA had submitted a request to the State Budget Director to waive the Authority's Bond Issuance charges for all refunding transactions.

Mr. McCoy stated that on March 7, 2012, MTA priced through competitive bidding \$150 million of Transportation Revenue Bonds, Series 2012A and \$250 million of Transportation Revenue Bonds, Series 2012B. This was part of the January Board Authorization granting the MTA approval to issue \$1 billion in Transportation Revenue Bonds. The Series 2012A bonds were issued as Floating Rate Notes (FRNs) in three \$50 million subseries: 2012A-1, 2012A-2, and 2012A-3 maturing on November 15, 2040, November 15, 2041, and November 15, 2042, respectively. Each series has a "soft put" date, which allows investors the ability to hold onto the bond for one, two, or three years. The investors would be able to put back the bonds, upon which the MTA would remarket the bonds for a different period, depending upon market conditions. In the event of a failed remarketing, the interest rate on the bonds increases to 11%. Mr. McCoy further noted that to mitigate the risk of a failed remarketing, the bonds were structured with a long, 6-month call provision to ensure ample time to remarket. Also, because the bonds are issued under MTA's "Multi-Modal" document

structure, MTA has flexibility to remarket to a different mode such as fixed-rate if there is no investor appetite for the FRN product at the time of remarketing.

Mr. Blair asked about the benefits to be gained in order to assume the risk associated with the penalty rate of 11%. Mr. Foran noted that the FRN structure is attractive because a letter of credit or other enhancement is not needed. Mr. Blair asked if the MTA were to choose a more traditional variable rate structure, what would be the alternative price. Mr. McCoy noted that the MTA would need to obtain a letter of credit from a bank, which would impose fees in the one percent range. Furthermore, based on the MTA's variable rate liquidity schedule, the Authority will require \$600 million in variable rate bonds and needs to reserve the bank letter of credit capacity for use later in the year. Mr. Blair asked about a two-year maturity as an alternate, as the current transactions appeared to resemble the auction-rate bonds that the MTA was attempting to extricate from.

Mr. Page suggested that the MTA should compare the cost of financing the same amount of money in variable rate bonds versus fixed-rate mode. Mr. McCoy noted that on the same day, the MTA had priced \$250 million in fixed rate bonds at an all in cost of 3.85%. Mr. Page indicated that on a conventional variable rate bond with bank credit support, the term of the bank is not as long as the maturity of the debt supported. These bank supported variable-rate transactions also have a high penalty rate in certain events, including failed remarketings, which Mr. McCoy noted is comparable to the FRN structure. Mr. McCoy stated that these bonds are issued with multi-modal document provisions which provide for flexibility to remarket to a different mode if necessary.

Mr. Foran noted that the recent transactions address the MTA's desire to issue debt in the short term market. Mr. Foran further noted that the FRN product is one of the ways MTA can take advantage of attractive short-term rates. Other possible obligations MTA could issue include short-term notes.

MTA received over 10 bids for each of the subseries 2012A-1 bonds. The winning bid was submitted by Bank of America Merrill Lynch with a TIC of 0.14% (the Securities Industry and Financial Markets Association Municipal Swap Index (SIFMA), plus a 14 basis point spread. JP Morgan Chase Bank submitted the winning bid for both the subseries 2012A-2 and 2012A-3 bonds. The subseries 2012A-2 bonds had a TIC of 0.19% (SIFMA plus a 19 basis point spread) and the subseries 2012A-3 had a TIC of 0.39% (SIFMA plus a 9 basis point spread). All three bonds would adjust to 11% penalty in the event of unsuccessful marketing. To mitigate that risk, the bonds were structured with a long six-month call provision to weather any potential market turbulence.

The Series 2012B bonds are tax-exempt fixed rate bonds with a final maturity of November 15, 2039. MTA received a total of 8 bids for this series of bonds and the winning bid was submitted by Bank of America Merrill Lynch with a TIC of 3.77% (all-in TIC of 3.85%). The transactions will close on March 15th. Nixon Peabody served as bond counsel for both transactions and Lamont Financial Services was the financial advisor.

MTA executed a competitively bid hedge for \$12 million of ultra-low sulfur diesel fuel on March 1, 2012. All three of the MTA's existing approved commodity counterparties participated in bidding on the transaction: Bank of America Merrill Lynch, Deutsche Bank, and Goldman Sachs & Co. The winning bid was submitted by Deutsche Bank for an all-in price of \$3.2125/ gallon. The hedge provides price certainty for 207,523 gallons each month for a period of 18 months. The total notional quantity for this agreement is 3,735,414 gallons. Relative to the budgeted amount of \$2.994/gallon for 2012, the hedge locks in a price that is \$408,094 higher for that portion of fuel purchased in the current fiscal year.

Mr. Blair stated that YTD costs for the fuel hedge were over budget by approximately \$816,000. Mr. Foran noted that fuel hedge provides budget certainty, and there will be times when actual cost will be over or under the budget. Mr. McCoy noted that the average hedging costs YTD for the 2012 period have been \$2.99/gallon, which is the same as the budget price.

MTA priced \$277.85 million of bonds to complete the first part of a restructuring and remarketing of \$440 million Dedicated Tax Fund Bonds, Series 2002B on March 20, 2012. The existing amortization schedule of the 2002B Bonds will not be changed, with principal scheduled for repayment beginning in 2014 through the final maturity in 2022. The transactions on March 20th were executed through a negotiated method of sale with the existing remarketing agent, Morgan Stanley. The issuance involved the pricing of \$116.05 million of fixed-rate bonds, Series 2002B-2, and \$161.8 million of Series 2002B-3 bonds as Floating Rate Notes (FRNs).

The fixed-rate serial bonds mature in 2014 through 2016. The bonds were priced to yield .64%, .89%, and 1.14% in 2014, 2015, and 2016 respectively.

The FRNs were issued in four subseries: 2002B-3a, 2002B-3b, 2002B-3c, and 2002B-3d in the amounts of \$46.6 million (maturing on November 1, 2017), \$48.6 million (maturing on November 1, 2018), \$50.7 million (maturing on November 1, 2019) and \$15.9 million (maturing on November 1, 2020) respectively. The FRNs are a variable rate instrument with an interest rate that will adjust weekly based on SIFMA plus a fixed spread. The pricing achieved on March 20th locked in the following fixed spreads of .75%, .90%, .95% and 1% for the bonds in the above referenced subseries maturing in 2017 through 2020 respectively.

The final part of the restructuring/ remarketing will involve the issuance of \$150 million of weekly variable rate demand bonds with a letter of credit from State Street Bank.

All components of the restructured DTF 2002B Bonds are expected to close on March 28th.

Mr. McCoy noted that the MTA will also issue \$600 million in Transportation Revenue Bonds, Series 2012C, which was part of the remaining \$1 billion in Transportation Revenue Bonds approved by the Board in January. The remaining amount will be issued as fixed rate bonds through negotiated sale. Wells Fargo is the senior manager and M.R. Beal & Company will be the co-senior manager. Pricing will occur on April 17th and 18th, while the closing will take place on April 26th.

Mr. Moerdler asked to what extent the MTA involved minority businesses in its underwriting transactions. Mr. McCoy noted that in December 2010, the MTA Board approved a group of underwriters, which included two W/MBE firms as part of group of ten senior managers. Among the fifteen co-managers, there were four firms that are certified MWBEs. Mr. Moerdler asked to receive the list of approved group of underwriters, which Mr. McCoy promised to provide to him.

V. MTA Headquarters and All-Agency Items

A. Action Items

The MTA sought Committee approval on two Action Items, for recommendation to the Board:

1) Authorization to issue TBTA General Revenue Bonds, Series 2012A

This staff summary is in connection with the proposed issuance of TBTA General Revenue Bonds; the MTA is seeking Board authorization and approval of the necessary documentation to issue new money bonds, notes or other obligations to provide net proceeds (exclusive of premiums) sufficient to fund up to \$250 million of capital projects contained in approved capital programs of the TBTA.

Mr. Cappelli asked what the aggregate amount of bond approval was to-date for 2012. Mr. McCoy responded that including the TBTA General Revenue bonds, the total was \$1.250 billion, of which \$400 million has gone to market.

Mr. Cappelli asked when the MTA sought the State Budget Director's waiver on bond issuance fees, whether any retro-active reimbursements will be made. Mr. McCoy replied no; MTA's request was only for refunding transactions and not new money issuance. Mr. Cappelli asked why this was the case. Chairman Lhota noted the State had factored new money issuance fees from all State issuers into its budget and was not prepared to reduce the State budget for the variance. The State will waive the refunding fees, which were not captured in the State budget. Mr. Cappelli noted that as a public agency, the MTA should not be charged on new issuance money. Mr. Cappelli stated that this policy should be presented to the State, even if the MTA were not successful in short term. Chairman Lhota indicated that the MTA was not the only State issuer who had to pay these fees; however, this will be designated as a future legislative action item for the MTA.

2) All-Agency Annual Procurement Report (CD distributed separately)

This staff summary is to authorize the filing with the State of New York the annual MTA All-Agency Procurement report for the period January 1, 2011 to December 31, 2011 as required under Section 2879 of the State Public Authorities Law.

The Committee members voted to recommend the two action items before the Board for approval.

B. Report and Information Item

1) MTA Prompt-Payment Annual Report 2011

This report reviews MTA-wide success in meeting mandated prompt-payment deadlines including the interest penalties incurred as a result of late payment. In 2011, the MTA paid approximately \$31,000 in interest on the total invoice value of \$8.6 billion.

Chairman Lhota announced that there has been agreement in Albany to approve the MTA's Capital Program, as proposed in November and updated in December 2011. The State has committed to \$770 million of direct funding. The MTA hoped to secure the \$2.2 billion RIF loan from the Department of Transportation. The MTA's debt cap was raised to \$7 billion. The Governor put forth the plan in January, which was approved by the Assembly. The Senate was not in session at the time. The Senate vote will occur on March 28th.

C. Procurements

There were six competitive procurements for MTA Headquarters for a total of \$24.194 million. Clifford Shockley and Diana Beecher from the Business Service Center discussed the All Agency E-Procurement of PCs, laptops and custodial contracts. Ms. Beecher noted that there were significant savings achieved through E-Procurement methods, which resulted in more competitively-priced vendor proposals. In the past, it would have taken exhaustive labor hours to negotiate with vendors.

Mr. Shockley stated that the pilot E-Procurement program for office supplies resulted in \$4 million in savings last year. For the standardized PCs, there were approximately 50% savings, which were better results than State contracts. As for the new custodial contracts, the pricing was controlled by minimum wage laws. The MTA saved \$771,000 on the proposed custodial contracts, selected through the E-Procurement program. Across the three cited contracts, the MTA saved \$8.5 million.

After the success of the pilot E-Procurement for office supplies last year, MTA Agencies were asked to propose one E-Procurement per month. To achieve wider savings, it was critical to have Agency participation.

Mr. Foran noted that the E-Procurement of laptops involved a set of standardized specifications to maximize savings. Ms. Beecher said that procurement efforts were consolidated in the technology area, which the MTA will need to apply to other categories of expenses as well.

Mr. Moerdler asked how vendors were solicited under the E-Procurement program. Ms. Beecher noted that the BSC posted its procurement needs on the web, describing the exact specifications. The MTA vetted the vendors and trained them to use the MTA's E-Procurement system before the actual auction date. The auction was open to all vendors who

qualified. Mr. Shockley added that these procurements were advertised in general publications.

Mr. Ballan asked why the E-Procurement system did not have closed bids. Mr. Shockley stated that there were legal restrictions to conducting an E-Procurement with closed bids.

Chairman Lhota pointed out the similarities of the E-Procurement system to a reverse auction, which allowed for highly competitive prices and savings. In April, the E-Procurements will take place for different types of expense areas.

Mr. Page asked if the MTA was exempt from State and City sales tax, and Mr. Shockley affirmed that was the case. Mr. Page asked whether the MTA considered the location of the vendor; in cases where the vendor had a significant labor component, this would be important. Mr. Shockley noted that each procurement stood on its own merit and would consider this factor if necessary.

Mr. Cappelli shared enthusiasm towards the savings realized through E-Procurement. Mr. Cappelli cautioned that the MTA should move away from procurement actions at the Agency level, except for very specific items such as subway cars. He stated that there was a need for the MTA to standardize procurement operations and reduce duplication across Agencies. Mr. Saul reiterated that E-Procurement offered potential significant savings to be achieved. Mr. Sedore agreed that it was important to have Agency heads to participate in the efforts. Mr. Page advised that as the MTA centralized procurement operations, it should stipulate that the provider deliver to the Agency or location where required, in order to reduce warehousing costs. Mr. Shockley acknowledged the consideration, while citing that Staples provided this provision in their office supplies contract with the MTA.

The Committee voted to recommend the procurement items before the Board for approval.

VI. Metro-North Railroad and Long Island Railroad

A. Procurements

There were no procurement items for MNR and LIRR for the month of March.

VII. MTA Bus Operations

A. Procurements

There was one non-competitive and one competitive procurement for MTA Bus for a total of \$28.044 million. The Committee voted to recommend the procurement items before the Board for approval.

VIII. Bridges and Tunnels

A. Procurements

There were no procurement items for Bridges and Tunnels for the month of March.

IX. New York City Transit

A. Procurements

There was one competitive procurement for NYCT for a total of \$979,974. There was one additional competitive procurement of \$599.5 million to purchase 300 new "B" Division subway cars and related non-car items such as spare parts, special tools, diagnostic equipment, technical documentation and training. Mr. Robert Bergen noted that the vendor ensured that the spare parts for the subway cars will be available for the next twenty years. There will be a need for the MTA to buy sole-source parts, in order to improve the reliability of the subway cars. The vendor will also allow the MTA to audit the cost, while the vendor's profit for the sole-sourced parts will be capped at 8%. Mr. Albert noted that the life of a subway car is 40 years, but the procurement requires the supplier to make the parts available for only 20 years. Mr. Bergen stated that these parts should be available through supplier or the market at the time. The Committee voted to recommend the procurement items to the Board for approval.

X. FMTAC

B. Procurements

There were no procurement items for FMTAC for the month of March.

XI. Real Estate Agenda

A. Action Items

Among the three Real Estate action items, Mr. Rosen highlighted the All-Agency Real Property Disposition Guidelines and All-Agency Personal Property Disposition Guidelines in accordance with Public Authorities Law Sections 2895-2897. The Committee voted to recommend the three Real Estate action items before the Board for approval.

Upon Mr. Saul's inquiry regarding the long-term Real Estate plans, Mr. Rosen noted that he provided an update last month. The proposed Real Estate plans were progressing well and Mr. Rosen indicated that he will provide an update in the next few months.

XII. Adjournment

Upon motion duly made and seconded, the March 26, 2012 meeting of the MTA Finance Committee was adjourned.

Respectfully submitted,

Jody Chin
Financial Analyst

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2012 Finance Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

BudgetWatch	MTA Budget
FinanceWatch	MTA 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

April 2012

Action Item:

MTA 2011 Annual Investment Report

MTA Treasury

Other:

Annual Report on Variable Rate Debt

MTA Finance

May 2012

Action Item:

Station Maintenance Billings Approval

MTA Comptroller

Other:

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

MTA Labor

Annual FMTAC Meeting

MTA RIM

Annual FMTAC Investment Performance Report

MTA RIM

June 2012

SBP/Budget/Capital

Action Item:

PWEF Assessment

MTA Capital Program Mgmt/MTA Budget

July 2012

SBP/Budget/Capital:

Updated Forecast for 2012/2013 Preliminary Budget/

2013-2016 Financial Plan (Joint Session with MTA Board)

MTA Budget, Agencies

Other:

MTA Financial Statements for the Three-Months Ended, March 2012

MTA Comptroller

September 2012

SBP/Budget/Capital:

2013 Preliminary Budget/2013-2016 Financial Plan

MTA Budget

Action Item:

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

MTA Grant Mgmt.

Other:

MTA Consolidated Financial Statements as of and for the Period
Ended June 30, 2012

MTA Comptroller

October 2012

SBP/Budget/Capital:

2013 Preliminary Budget/2013-2016 Financial Plan

MTA Budget

Other:

Annual Review of MTA's Derivative Portfolio

MTA Finance

MTA 2012 Semi-Annual Investment Report

MTA Treasury

November 2012

SBP/Budgets/Capital:

2013 Preliminary Budget/2013-2016 Financial Plan (July Plan)

MTA Budget

Other:

Station Maintenance Billing Update

MTA Comptroller

Review and Assessment of the Finance Committee Charter

MTA CFO

December 2012

SBP/Budgets/Capital:

2013 Final Proposed Budget/2013-2016 Financial Plan

MTA Budget, Agencies

Action Item:

MTA and TBTA Reimbursement Resolutions for Federal Tax Purposes

MTA Treasury

Other:

Draft 2013 Finance Committee Work Plan

MTA Budget

2013 Finance Committee Work Plan

January 2013

Action Item:

Approval of Supplemental Resolutions Authorizing Refunding Bonds

MTA Finance

Financing Issues:

Special Report: 2012 Year-End Review

MTA Finance

Other:

MTA Financial Statements for the Nine-Months Ended,
September 2012

MTA Comptroller

February 2013

SBP/Budget/Capital:

February Financial Plan 2013-2016

MTA Budget, Agencies

Action Items:

2012 TBTA Operating Surplus

B&T/MTA

Mortgage Recording Tax – Escalation Payments to Dutchess,
Orange and Rockland Counties

MTA Treasury, Budget

March 2013

Action Items:

All-Agency Real Property Disposition Guidelines and All-Agency
Personal Property Disposition Guidelines

MTA Real Estate/MTA
Corporate Compliance
MTA Proc., Agencies

All-Agency Annual Procurement Report

Other:

MTA Prompt Payment Annual Report 2012

MTA Comptroller

DETAILS – 2012

APRIL 2012

Action Item:

MTA Annual Investment Report

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

Other:

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.

MAY 2012

Action Item:

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.

Other:

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 2011 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.

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.

JUNE 2012

SBP/Budget/Capital:

Action Item:

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.

JULY 2012

SBP/Budget/Capital:

Updated Forecast of 2012/2013 Preliminary Budget/2013-2016 Financial Plan (to be presented at the Special Finance Committee Meeting with the Board)

The MTA Budget Division will present an update forecast for 2012 and a Preliminary Budget for 2013, and an updated Financial Plan through 2016.

Other:

MTA Financial Statements for the Three-Months Ended, March 2012

Included for information is a copy of the Independent Accountant's Review Report of MTA Financial Statements for the three-months ended March, 2012.

SEPTEMBER 2012

SBP/Budget/Capital:

2013 Preliminary Budget/2013-2016 Financial Plan

Public comment will be accepted on the 2013 Preliminary Budget.

Action Item:

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.

Other:

MTA Consolidated Financial Statements as of and for the Period Ended June 30, 2012

Included for information is a copy of the Independent Accountant's Review Report of MTA Financial Statements for the six-months ended June, 2012.

OCTOBER 2012

SBP/Budget/Capital:

2013 Preliminary Budget/2013-2016 Financial Plan

Agency will present highlights of the 2013 Preliminary Budget to the Committee. Public comment will be accepted on the 2013 Preliminary Budget.

Other:

Annual Review of MTA's Derivative Portfolio

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

MTA 2012 Semi-Annual Investment Report

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

NOVEMBER 2012

SBP/Budget/Capital:

2013 Preliminary Budget/2013-2016 Financial Plan (To be presented to the Special Finance Committee Meeting with the MTA Board)

Public comment will be accepted on the 2013 Preliminary Budget. (Joint Session with MTA Board.)

Other:

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, 2012.

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 2012

SBP/Budgets/Capital:

2013 Final Proposed Budget/2013-2016 Financial Plan

The Committee will recommend action to the Board on the Final Proposed Budget for 2013.

Action Item:

Approval of MTA and TBTA Reimbursement Resolutions for Federal Tax Purposes.

Board action required to allow for the reimbursement of capital expenditures at a later date from the proceeds of tax-exempt bond sales.

Other:

Draft 2013 Finance Committee Work Plan

The MTA Chief Financial Officer will present a proposed 2013 Finance Committee Work Plan that will address major issues, SBP and budget process issues, and reports required by statute.

DETAILS – 2013

JANUARY 2013

Action Item:

Approval of Supplemental Resolutions Authorizing Refunding Bonds

Board action required to allow for the refunding to fixed-rate bonds from time to time provided that such refundings comply with the Board approved refunding policy.

Other:

Special Report: 2012 Year-End Review

The MTA Finance Department will present a report that summarizes financing activities for 2012.

MTA Financial Statements for the Nine-Months Ended, September 2012

Included for information is a copy of the Independent Accountant's Review Report of MTA Financial Statements for the nine-months ended September, 2012.

FEBRUARY 2013

SBP/Budget/Capital:

February Financial Plan 2013-2016

MTA Budget will present a revised 2013-2016 Financial Plan. This plan will reflect the 2013 Adopted Budget and an updated Financial Plan for 2013-2016 reflecting the out-year impact of any changes incorporated into the 2014 Adopted Budget.

Action Items:

2012 TBTA Operating Surplus

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 2011 Operating Surplus, may also be submitted if this is not done in December.

Mortgage Recording Tax – Escalation Payments to Dutchess, Orange and Rockland Counties

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 1989 (even if the taxes collected fall below the 1989 levels), but there are proportional upward adjustments if taxes collected in the particular county exceed the 1989 totals. The MTA Budget and Treasury Division will be prepared to answer questions on the related Staff Summary authorizing the payments.

MARCH 2013

Action Items:

All-Agency Real Property Disposition Guidelines and All-Agency Personal Property Disposition Guidelines

Board approval of above guidelines as required annually by Public Authorities Law Sections 2895-2897. MTA Real Estate and MTA Corporate Compliance should be prepared to answer questions regarding these guidelines.

All-Agency Annual Procurement Report

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

Other:

MTA Annual Prompt Payment Status Report 2012

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).

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FinanceWatch

April 23, 2012

Recent Market Activity

\$11 Million Diesel Fuel Hedge

MTA executed a competitively bid hedge for \$11 million of ultra-low sulfur diesel fuel on April 5, 2012. All three of the MTA's existing approved commodity counterparties participated in bidding on the transaction; Bank of America Merrill Lynch, Deutsche Bank, and Goldman, Sachs & Co. The winning bid was submitted by Bank of America Merrill Lynch for an all-in price of \$3.161/gallon. The hedge provides price certainty for 193,328.41 gallons each month for a period of 18 months. The total notional quantity for this agreement is 3,479,911 gallons. Relative to the budgeted amount of \$2.994/gallon for 2012, the hedge locks in a price that is \$258,286 higher for that portion of fuel purchased in the current fiscal year.

On a current weighted average basis, MTA's existing hedges lock in a price of \$2.992/gallon for 30.3 million gallons in 2012.

**METROPOLITAN TRANSPORTATION AUTHORITY
FEBRUARY FINANCIAL PLAN - ADOPTED BUDGET (1)
DEBT SERVICE
(\$ in millions)**

March 2012

	Adopted Budget	Actual	Variance	% Variance	Explanation
Dedicated Tax Fund:					
NYC Transit	\$32.0	\$31.1	\$0.8		
Commuter Railroads	6.7	6.7	(0.0)		
<i>Dedicated Tax Fund Subtotal</i>	<i>\$38.7</i>	<i>\$37.8</i>	<i>\$0.8</i>	<i>2.2%</i>	
MTA Transportation Revenue:					
NYC Transit	\$51.7	\$56.8	(\$5.1)		Partial refunding of outstanding 2 Broadway COPs bonds with TRB refunding bonds and timing of debt service deposits.
Commuter Railroads	34.5	\$36.7	(2.2)		
MTA Bus	1.4	\$2.2	(0.8)		
<i>MTA Transportation Subtotal</i>	<i>\$87.5</i>	<i>\$95.7</i>	<i>(\$8.1)</i>	<i>-9.3%</i>	
Commercial Paper:					
NYC Transit	\$1.8	\$0.0	\$1.8		Lower than budgeted rates, timing of interest payments.
Commuter Railroads	1.1	\$0.0	1.1		
MTA Bus	0.0	\$0.0	0.0		
<i>Commercial Paper Subtotal</i>	<i>\$3.0</i>	<i>\$0.1</i>	<i>\$2.9</i>	<i>97.6%</i>	
2 Broadway COPs:					
NYC Transit	\$1.8	\$1.0	\$0.8		Partial refunding of outstanding 2 Broadway COPs bonds with TRB refunding bonds.
Bridges & Tunnels	0.3	\$0.1	0.1		
MTA HQ	0.3	\$0.1	0.1		
<i>2 Broadway COPs Subtotal</i>	<i>\$2.3</i>	<i>\$1.3</i>	<i>\$1.0</i>	<i>44.8%</i>	
TBTA General Resolution (2)					
NYC Transit	\$15.8	\$16.8	(\$1.1)		
Commuter Railroads	7.4	\$7.5	(0.1)		
Bridges & Tunnels	16.4	\$13.9	2.5		
<i>TBTA General Resolution Subtotal</i>	<i>\$39.6</i>	<i>\$38.3</i>	<i>\$1.3</i>	<i>3.2%</i>	
TBTA Subordinate (2)					
NYC Transit	\$6.6	\$6.8	(\$0.1)		
Commuter Railroads	2.9	\$3.0	(0.1)		
Bridges & Tunnels	2.6	\$2.7	(0.0)		
<i>TBTA Subordinate Subtotal</i>	<i>\$12.2</i>	<i>\$12.4</i>	<i>(\$0.2)</i>	<i>-1.9%</i>	
Total Debt Service	\$183.3	\$185.5	(\$2.3)	-1.2%	
Debt Service by Agency:					
NYC Transit	\$109.7	\$112.6	(\$2.9)		
Commuter Railroads	52.7	53.9	(1.3)		
MTA Bus	1.4	2.2	(0.8)		
Bridges & Tunnels	19.3	16.7	2.6		
MTA HQ	0.3	0.1	0.1		
Total Debt Service	\$183.3	\$185.5	(\$2.3)	-1.2%	

Totals may not add due to rounding.

Notes:

- (1) Budgeted 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.

METROPOLITAN TRANSPORTATION AUTHORITY
FEBRUARY FINANCIAL PLAN - ADOPTED BUDGET (1)
DEBT SERVICE
(\$ in millions)

March 2012 Year-to-Date

	Adopted Budget	Actual	Variance	% Variance	Explanation
Dedicated Tax Fund:					
NYC Transit	\$95.9	\$95.0	\$0.9		
Commuter Railroads	20.1	\$20.4	(0.4)		
<i>Dedicated Tax Fund Subtotal</i>	\$116.0	\$115.4	\$0.5	0.5%	
MTA Transportation Revenue:					
NYC Transit	\$155.0	\$158.0	(\$2.9)		
Commuter Railroads	103.5	\$103.5	(0.0)		
MTA Bus	4.1	\$6.4	(2.3)		
<i>MTA Transportation Subtotal</i>	\$262.6	\$267.9	(\$5.3)	-2.0%	
Commercial Paper:					
NYC Transit	\$5.5	\$0.2	\$5.3		Lower than budgeted rates, timing of interest payments.
Commuter Railroads	3.4	\$0.1	3.3		
MTA Bus	0.1	\$0.0	0.0		
<i>Commercial Paper Subtotal</i>	\$9.0	\$0.3	\$8.7	96.7%	
2 Broadway COPs:					
NYC Transit	\$5.5	\$2.7	\$2.8		Partial refunding of outstanding 2 Broadway COPs bonds with TRB refunding bonds.
Bridges & Tunnels	0.8	\$0.4	0.4		
MTA HQ	0.8	\$0.4	0.4		
<i>2 Broadway COPs Subtotal</i>	\$7.0	\$3.4	\$3.6	51.1%	
TBTA General Resolution (2)					
NYC Transit	\$47.3	\$50.5	(\$3.3)		
Commuter Railroads	22.2	\$22.6	(0.4)		
Bridges & Tunnels	49.3	\$41.8	7.5		
<i>TBTA General Resolution Subtotal</i>	\$118.8	\$114.9	\$3.8	3.2%	
TBTA Subordinate (2)					
NYC Transit	\$19.9	\$20.4	(\$0.5)		
Commuter Railroads	8.7	\$9.0	(0.2)		
Bridges & Tunnels	7.9	\$8.0	(0.2)		
<i>TBTA Subordinate Subtotal</i>	\$36.5	\$37.4	(\$0.9)	-2.4%	
Total Debt Service	\$549.8	\$539.4	\$10.4	1.9%	
Debt Service by Agency:					
NYC Transit	\$329.1	\$326.8	\$2.4		
Commuter Railroads	158.0	155.6	2.3		
MTA Bus	4.1	6.4	(2.3)		
Bridges & Tunnels	57.9	50.2	7.7		
MTAHQ	0.8	0.4	0.4		
Total Debt Service	\$549.8	\$539.4	\$10.4	1.9%	

Totals may not add due to rounding.

Notes:

- (1) Budgeted 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.

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

Transportation Revenue Bonds

Issue		TRB 2002D-1		TRB 2002G-1		TRB 2005E-1		TRB 2005E-2		TRB 2006D-1		TRB 2011B	
Remarketing Agent		JPMorgan		Merrill Lynch		Jefferies & Co.		Barclays		Merrill Lynch		Merrill Lynch	
Liquidity Provider		WestLB		Bank of Nova Scotia		BNP Paribas		BNP Paribas		Helaba		Bank of America	
Liquidity/Insurer		SBPA/Assured		LoC		LoC		LoC		LoC		LoC	
Par Outstanding (\$m)		200.00		200.00		125.00		125.00		150.00		99.56	
Swap Notional (\$m)		None		200.00		125.00		25.00		150.00		6.92	
		Spread to		Spread to		Spread to		Spread to		Spread to		Spread to	
Date	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA
2/29/2012	0.14%	0.21%	0.07%	0.09%	-0.05%	0.44%	0.30%	0.41%	0.27%	0.18%	0.04%	0.16%	0.02%
3/7/2012	0.13%	0.20%	0.07%	0.09%	-0.04%	0.40%	0.27%	0.41%	0.28%	0.16%	0.03%	0.14%	0.01%
3/14/2012	0.14%	0.21%	0.07%	0.13%	-0.01%	0.40%	0.26%	0.40%	0.26%	0.15%	0.01%	0.16%	0.02%
3/21/2012	0.16%	0.25%	0.09%	0.14%	-0.02%	0.40%	0.24%	0.40%	0.24%	0.17%	0.01%	0.16%	0.00%
3/28/2012	0.19%	0.35%	0.16%	0.16%	-0.03%	0.40%	0.21%	0.40%	0.21%	0.19%	0.00%	0.19%	0.00%
4/4/2012	0.18%	0.40%	0.22%	0.16%	-0.02%	0.40%	0.22%	0.40%	0.22%	0.21%	0.03%	0.19%	0.01%

Dedicated Tax Fund Bonds

Issue		DTF 2002B-1		DTF 2008A-1		DTF 2008A-2		DTF 2008B-1		DTF 2008B-4	
Remarketing Agent		Morgan Stanley		Morgan Stanley		Goldman		Barclays		Barclays	
Liquidity Provider		State Street		Morgan Stanley		Bank of Tokyo		Bank of Nova Scotia		KBC Bank N.V. (NY)	
Liquidity/Insurer		LOC		LoC		LoC		LoC		LoC	
Par Outstanding (\$m)		150.00		172.86		172.86		98.14		99.70	
Swap Notional (\$m)		150.00		172.86		172.86		None		None	
		Spread to		Spread to		Spread to		Spread to		Spread to	
Date	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA
2/29/2012	0.14%	0.65%	0.51%	0.13%	-0.01%	0.11%	-0.03%	0.08%	-0.06%	0.70%	0.56%
3/7/2012	0.13%	0.55%	0.42%	0.13%	0.00%	0.10%	-0.03%	0.07%	-0.06%	0.70%	0.57%
3/14/2012	0.14%	0.50%	0.36%	0.15%	0.01%	0.11%	-0.03%	0.08%	-0.06%	0.70%	0.56%
3/21/2012	0.16%	0.50%	0.34%	0.20%	0.04%	0.12%	-0.04%	0.10%	-0.06%	0.70%	0.54%
3/28/2012	0.19%	0.16%	-0.03%	0.23%	0.04%	0.16%	-0.03%	0.15%	-0.04%	0.70%	0.51%
4/4/2012	0.18%	0.15%	-0.03%	0.22%	0.04%	0.15%	-0.03%	0.15%	-0.03%	0.70%	0.52%

TBTA General Revenue Bonds

Issue		TBTA 2002F		TBTA 2005B-3		TBTA 2005B-4	
Remarketing Agent		JP Morgan		Jefferies & Co.		Jefferies & Co.	
Liquidity Provider		ABN AMRO		BoFA		LBW (NY)	
Liquidity/Insurer		SBPA		SBPA		SBPA	
Par Outstanding (\$m)		216.40		195.60		195.60	
Swap Notional (\$m)		216.40		195.60		195.60	
		Spread to		Spread to		Spread to	
Date	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA
2/29/2012	0.14%	0.12%	-0.02%	0.18%	0.04%	0.25%	0.11%
3/7/2012	0.13%	0.11%	-0.02%	0.16%	0.03%	0.23%	0.10%
3/14/2012	0.14%	0.14%	0.00%	0.18%	0.04%	0.22%	0.08%
3/21/2012	0.16%	0.17%	0.01%	0.23%	0.07%	0.24%	0.08%
3/28/2012	0.19%	0.20%	0.01%	0.25%	0.06%	0.26%	0.07%
4/4/2012	0.18%	0.18%	0.00%	0.27%	0.09%	0.27%	0.09%

TBTA General Revenue and Subordinate Revenue Bonds

Issue		TBTA 2001B		TBTA 2001C		TBTA 2003B-1		TBTA 2003B-2		TBTA 2005A-2		TBTA 2005A-3	
Remarketing Agent		Citigroup		Citigroup		Citigroup		Citigroup		US Bancorp		US Bancorp	
Liquidity Provider		State Street		JP Morgan		CALPERS		CALSTRS		CALSTRS		U.S. Bank	
Liquidity/Insurer		LoC		SBPA		LoC		LoC		LoC		LoC	
Par Outstanding (\$m)		134.07		133.95		94.59		51.08		32.90		38.97	
Swap Notional (\$m)		88.60		88.70		59.55		None		None		None	
		Spread to		Spread to		Spread to		Spread to		Spread to		Spread to	
Date	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA
2/28/2012	0.14%	0.10%	-0.04%	0.14%	0.00%	0.12%	-0.02%	0.12%	-0.02%	0.10%	-0.04%	0.09%	-0.05%
3/6/2012	0.13%	0.09%	-0.04%	0.12%	-0.01%	0.11%	-0.02%	0.11%	-0.02%	0.10%	-0.03%	0.09%	-0.04%
3/13/2012	0.14%	0.10%	-0.04%	0.13%	-0.01%	0.12%	-0.02%	0.12%	-0.02%	0.12%	-0.02%	0.11%	-0.03%
3/20/2012	0.16%	0.12%	-0.04%	0.15%	-0.01%	0.14%	-0.02%	0.14%	-0.02%	0.14%	-0.02%	0.13%	-0.03%
3/27/2012	0.19%	0.16%	-0.03%	0.19%	0.00%	0.18%	-0.01%	0.18%	-0.01%	0.16%	-0.03%	0.15%	-0.04%
4/3/2012	0.18%	0.14%	-0.04%	0.17%	-0.01%	0.16%	-0.02%	0.16%	-0.02%	0.16%	-0.02%	0.15%	-0.03%

Issue		TBTA Sub 2000AB		TBTA Sub 2000CD	
Remarketing Agent		JP Morgan		Citigroup	
Liquidity Provider		JP Morgan		Lloyds TSB (NY)	
Liquidity/Insurer		SBPA/Assured		SBPA/Assured	
Par Outstanding (\$m)		130.25		89.85	
Liquidity/Insurer		130.25		89.85	
Outstanding	SIFMA	Rate	SIFMA	Rate	SIFMA
2/28/2012	0.14%	0.11%	-0.03%	0.14%	0.00%
3/6/2012	0.13%	0.10%	-0.03%	0.13%	0.00%
3/13/2012	0.14%	0.11%	-0.03%	0.14%	0.00%
3/20/2012	0.16%	0.14%	-0.02%	0.16%	0.00%
3/27/2012	0.19%	0.25%	0.06%	0.24%	0.05%
4/3/2012	0.18%	0.30%	0.12%	0.24%	0.06%

Report Date 4/10/2012

METROPOLITAN TRANSPORTATION AUTHORITY
Floating Rate Notes and Floating Rate Tender Notes
RATE RESETS REPORT (Trailing 6-Weeks)

Transportation Revenue Bonds

Issue		TRB 2002D-2		TRB 2012A-1		TRB 2012A-2		TRB 2012A-3	
Remarketing Agent		N/A		N/A		N/A		N/A	
Liquidity Provider		N/A		N/A		N/A		N/A	
Liquidity/Insurer		CCA/Assured		None		None		None	
Par Outstanding (\$m)		200.00		50.00		50.00		50.00	
Swap Notional (\$m)		200.00		None		None		None	
Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
2/29/2012	0.14%	0.99%	0.85%						
3/7/2012	0.13%	0.99%	0.86%						
3/14/2012	0.14%	1.01%	0.87%	0.28%	0.14%	0.33%	0.19%	0.53%	0.39%
3/21/2012	0.16%	1.02%	0.86%	0.30%	0.14%	0.35%	0.19%	0.55%	0.39%
3/28/2012	0.19%	1.02%	0.83%	0.33%	0.14%	0.38%	0.19%	0.58%	0.39%
4/4/2012	0.18%	1.01%	0.83%	0.32%	0.14%	0.37%	0.19%	0.57%	0.39%

Dedicated Tax Fund Bonds

Issue		DTF 2002B-3a		DTF 2002B-3b		DTF 2002B-3c		DTF 2002B-3d	
Remarketing Agent		N/A		N/A		N/A		N/A	
Liquidity Provider		N/A		N/A		N/A		N/A	
Liquidity/Insurer		None		None		None		None	
Par Outstanding (\$m)		46.60		48.60		50.70		15.90	
Swap Notional (\$m)		46.60		48.60		50.70		15.90	
Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
2/29/2012	0.14%								
3/7/2012	0.13%								
3/14/2012	0.14%								
3/21/2012	0.16%								
3/28/2012	0.19%	0.94%	0.75%	1.09%	0.90%	1.14%	0.95%	1.19%	1.00%
4/4/2012	0.18%	0.93%	0.75%	1.08%	0.90%	1.13%	0.95%	1.18%	1.00%

Issue		DTF 2008B-3a		DTF 2008B-3b		DTF 2008B-3c	
Remarketing Agent		Goldman Sachs		Goldman Sachs		Goldman Sachs	
Liquidity Provider		N/A		N/A		N/A	
Liquidity/Insurer		None		None		None	
Par Outstanding (\$m)		35.00		54.47		44.74	
Swap Notional (\$m)		35.00		54.47		38.73	
Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
2/29/2012	0.14%	0.54%	0.40%	0.69%	0.55%	0.82%	0.68%
3/7/2012	0.13%	0.53%	0.40%	0.68%	0.55%	0.81%	0.68%
3/14/2012	0.14%	0.54%	0.40%	0.69%	0.55%	0.82%	0.68%
3/21/2012	0.16%	0.56%	0.40%	0.71%	0.55%	0.84%	0.68%
3/28/2012	0.19%	0.59%	0.40%	0.74%	0.55%	0.87%	0.68%
4/4/2012	0.18%	0.58%	0.40%	0.73%	0.55%	0.86%	0.68%

Report Date 04/10/2012

METROPOLITAN TRANSPORTATION AUTHORITY
VARIABLE RATE: DAILY MODE
RATE RESETS REPORT (Trailing 10 Days)

Transportation Revenue Bonds

Issue		TRB 2005D-2	
Dealer		Morgan Stanley	
Liquidity Provider		Helaba	
Type of Liquidity		LoC	
Par Outstanding (\$m)		100.00	
Swap Notional (\$m)		100.00	
Date	SIFMA	Rate	Spread to SIFMA
3/30/2012	0.19%	0.25%	0.06%
3/31/2012	0.19%	0.25%	0.06%
4/1/2012	0.19%	0.25%	0.06%
4/2/2012	0.19%	0.22%	0.03%
4/3/2012	0.19%	0.20%	0.01%
4/4/2012	0.18%	0.19%	0.01%
4/5/2012	0.18%	0.22%	0.04%
4/6/2012	0.18%	0.22%	0.04%
4/7/2012	0.18%	0.22%	0.04%
4/8/2012	0.18%	0.22%	0.04%

TBTA General Revenue Bonds

Issue		TBTA 2003B-3		TBTA 2005A-1		TBTA 2005B-2a		TBTA 2005B-2b	
Dealer		US Bancorp		US Bancorp		JP Morgan		JP Morgan	
Liquidity Provider		US Bank		CALPERS		CALPERS		CALPERS	
Type of Liquidity		LoC		LoC		LoC		LoC	
Par Outstanding (\$m)		60.52		60.90		89.73		48.50	
Swap Notional (\$m)		None		23.76		None		None	
Date	SIFMA	Spread to		Spread to		Spread to		Spread to	
		Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA
3/30/2012	0.19%	0.18%	-0.01%	0.19%	0.00%	0.20%	0.01%	0.20%	0.01%
3/31/2012	0.19%	0.18%	-0.01%	0.19%	0.00%	0.20%	0.01%	0.20%	0.01%
4/1/2012	0.19%	0.18%	-0.01%	0.19%	0.00%	0.20%	0.01%	0.20%	0.01%
4/2/2012	0.19%	0.14%	-0.05%	0.16%	-0.04%	0.16%	-0.04%	0.15%	-0.04%
4/3/2012	0.19%	0.11%	-0.08%	0.12%	-0.07%	0.14%	-0.05%	0.14%	-0.05%
4/4/2012	0.18%	0.11%	-0.07%	0.12%	-0.06%	0.15%	-0.03%	0.15%	-0.03%
4/5/2012	0.18%	0.13%	-0.05%	0.14%	-0.04%	0.17%	-0.01%	0.17%	-0.01%
4/6/2012	0.18%	0.13%	-0.05%	0.14%	-0.04%	0.17%	-0.01%	0.17%	-0.01%
4/7/2012	0.18%	0.13%	-0.05%	0.14%	-0.04%	0.17%	-0.01%	0.17%	-0.01%
4/8/2012	0.18%	0.13%	-0.05%	0.14%	-0.04%	0.17%	-0.01%	0.17%	-0.01%

Issue		TBTA 2005B-2c	
Dealer		US Bancorp	
Liquidity Provider		US Bank	
Type of Liquidity		LoC	
Par Outstanding (\$m)		57.37	
Swap Notional (\$m)		None	
Date	SIFMA	Rate	Spread to SIFMA
3/30/2012	0.19%	0.18%	-0.01%
3/31/2012	0.19%	0.18%	-0.01%
4/1/2012	0.19%	0.18%	-0.01%
4/2/2012	0.19%	0.14%	-0.05%
4/3/2012	0.19%	0.11%	-0.08%
4/4/2012	0.18%	0.11%	-0.07%
4/5/2012	0.18%	0.13%	-0.05%
4/6/2012	0.18%	0.13%	-0.05%
4/7/2012	0.18%	0.13%	-0.05%
4/8/2012	0.18%	0.13%	-0.05%

Report Date 4/3/2012

METROPOLITAN TRANSPORTATION AUTHORITY
VARIABLE RATE: AUCTION MODE
RATE RESETS REPORT

WEEKLY AUCTIONS

Issue	LIBOR Formula Fail Rate	LIBOR Formula Fail Rate		
	TRB 2002B-1	COPs 2004A-1	COPs 2004A-2	COPs 2004A-3
Outstanding Par (\$ M)	105.250	16.425	11.500	42.825
Swap Notional (\$m)	None	16.425	11.500	42.825
Final Maturity	11/1/2022	1/1/2030	1/1/2030	1/1/2030
Broker Dealer(s)	JP Morgan Merrill Lynch	JP Morgan Merrill Lynch	JP Morgan	JP Morgan Merrill Lynch
Insurer	Assured	Ambac	Ambac	Ambac
Auction Frequency	Tuesday	Monday	Tuesday	Wednesday
Feb. 27 thru Mar. 2, 2012	0.488%	0.671%	0.671%	0.670%
Mar. 5 thru Mar. 9, 2012	0.486%	0.668%	0.668%	0.668%
Mar. 12 thru Mar. 16, 2012	0.484%	0.665%	0.665%	0.665%
Mar. 19 thru Mar. 23, 2012	0.484%	0.665%	0.665%	0.665%
Mar. 26 thru Mar. 30, 2012	0.483%	0.663%	0.663%	0.663%
April 2 thru April 6, 2012	0.483%	0.663%	0.663%	0.663%
April 9 thru April 15, 2012	0.481%	0.663%	0.661%	0.661%
Corresponding Libor Rate	0.240%	0.241%	0.240%	0.240%
Fail Rate	200%	275%	275%	275%

28 & 35 DAY AUCTIONS

Issue	LIBOR Formula Fail Rate		
	TRB 2002B-2	COPs 2004A-4	COPs 2004A-5
Outstanding Par (\$ M)	105.250	39.400	4.200
Swap Notional (\$m)	None	39.400	4.200
Final Maturity	11/1/2022	1/1/2030	1/1/2030
Broker Dealer(s)	JP Morgan Merrill Lynch	JP Morgan	JP Morgan
Insurer	Assured	Ambac	Ambac
Auction Frequency	28-Days	35-Days	35-Days
November 2011	0.490%	N/A	0.681%
December 2011	0.543%	0.746%	0.761%
January 2012	0.593%	0.812%	0.784%
February 2012	0.546%	0.697%	0.675%
March 2012	0.489%	0.665%	0.663%
Corresponding Libor Rate	0.245%	0.242%	0.241%
Fail Rate	200%	275%	275%

Report Date 4/10/2012

MTA DEBT OUTSTANDING (\$ in Millions)

April 10, 2012

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>Outstanding</u>	<u>Debt Service</u>	<u>True Interest</u>
MTA Transportation Revenue Bonds (A2/A/A)	2002A	5/9/02	\$2,894.185	\$2,588.720	11/15/32	5.31
	2002B	5/28/02	210.500	210.500	11/1/22	2.55 (1) (5)
	2002D	5/29/02	400.000	400.000	11/1/32	4.21 (2) (7) (16)
	2002E	6/12/02	397.495	286.090	11/15/31	5.13
	2002F	11/14/02	446.110	220.725	11/15/31	4.81
	2002G	11/19/02	400.000	200.000	11/1/26	2.19 (5) (8)
	2003A	5/8/03	475.340	358.450	11/15/32	4.49
	2003B	7/30/03	751.765	423.525	11/15/32	5.10
	2005A	2/9/05	650.000	590.640	11/15/35	4.76
	2005B	6/22/05	750.000	670.790	11/15/35	4.80
	2005C	10/19/05	150.000	74.390	11/15/16	4.19
	2005D	11/1/05	250.000	250.000	11/1/35	3.99 (4) (6) (11)
	2005E	11/1/05	250.000	250.000	11/1/35	3.92 (4) (8)
	2005F	11/16/05	468.760	388.920	11/15/35	4.88
	2005G	12/7/05	250.000	233.540	11/1/26	4.34
	2005H	11/22/05	173.370	30.160	11/15/12	4.06
	2006A	7/13/06	475.000	411.045	11/15/35	4.89
	2006B	12/13/06	717.730	677.665	11/15/36	4.52
	2007A	6/27/07	425.615	396.025	11/15/37	4.84
	2007B	12/6/07	415.000	387.170	11/15/37	4.75
	2008A	2/13/08	512.470	480.700	11/15/38	4.91
	2008B	2/13/08	487.530	487.530	11/15/30	3.82 (10) (17)
	2008C	10/17/08	550.000	494.000	11/15/13	6.68
	2009A	10/6/09	502.320	485.900	11/15/39	3.79 (14)
	2010A	1/6/10	363.945	363.945	11/15/39	4.44 (14)
	2010B	2/4/10	656.975	651.975	11/15/39	4.29 (14)
	2010C	6/30/10	510.485	503.910	11/15/40	4.27
	CP-2	9/16/10	900.000	900.000	59 days	1.21 (9)
	2010D	11/23/10	754.305	742.455	11/15/40	5.15
	2010E	12/21/10	750.000	750.000	11/15/40	4.57 (14)
	2011A	7/12/11	400.440	400.440	11/15/46	4.95
	2011B	9/13/11	99.560	99.560	11/1/41	1.26 (5) (8)
	2011C	11/2/11	197.950	197.950	11/15/28	3.99
	2011D	11/30/11	480.165	480.165	11/15/46	4.57
	2012A	3/7/12	150.000	150.000	11/15/42	0.41 (19)
	2012B	3/7/12	250.000	250.000	11/15/39	3.83
	Total:		18,517.015	16,486.885	\$1,112.9 thru 2032	WATIC 4.79
TBTA General Revenue Bonds (Aa2/AA-/AA-)	EFC_1996A	6/26/96	28.445	7.295	1/1/18	5.85 (3)
	2001B	12/18/01	148.200	134.070	1/1/32	6.17 (4) (8)
	2001C	12/18/01	148.200	134.070	1/1/32	6.17 (4) (8)
	2002B	9/19/02	2,157.065	1,608.975	11/15/32	4.56
	2002F	11/8/02	246.480	216.400	11/1/32	3.05 (2) (4)
	2003B	12/9/03	250.000	206.190	1/1/33	2.34 (8) (13) (18)
	2005A	5/10/05	150.000	132.770	11/1/35	2.22 (5) (8) (18)
	2005B	7/6/05	800.000	586.800	1/1/32	3.56 (4) (8) (18)
	2006A	6/8/06	200.000	179.705	11/15/35	4.72
	2007A	6/13/07	223.355	207.895	11/15/37	4.84
	2008A	3/13/08	822.770	779.535	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	599.505	11/15/38	4.72
	2009A	2/11/09	475.000	466.490	11/15/38	5.35
	2009B	9/10/09	200.000	200.000	11/15/39	3.63 (14)
	2010A	10/20/10	346.960	341.925	11/15/40	3.45 (14)
	2011A	10/4/11	609.430	609.430	1/1/28	2.59
	Total:		7,688.025	6,663.285	\$470.7 thru 2032	WATIC 4.43
TBTA Subordinate Revenue Bonds (Aa3/A+/A+)	2000AB	11/01/00	263.000	130.250	1/1/19	6.32 (2) (4)
	2000CD	11/01/00	263.000	89.850	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	413.715	11/15/32	4.91
	2008D	7/16/08	491.110	447.545	11/15/28	4.69
	Total:		2,273.375	1,837.455	\$146.7 thru 2032	WATIC 5.20
MTA Dedicated Tax Fund Bonds (AA/AA-)	2002A	8/7/02	1,246.870	956.810	11/15/32	5.05
	2002B	9/4/02	440.000	427.850	11/1/22	4.63 (2) (4) (20)
	2004A	3/26/04	250.000	142.995	11/15/18	3.49
	2004B	3/9/04	500.000	294.460	11/15/28	4.51
	2004C	12/15/04	120.000	66.670	11/15/18	3.77
	2006A	6/7/06	350.000	314.880	11/15/35	4.18
	2006B	10/25/06	410.000	374.165	11/15/36	4.28
	2008A	6/24/08	352.915	345.715	11/1/31	3.90 (2) (4)
	2008B	8/6/08	348.175	341.710	11/1/34	1.12 (5) (8)
	2009A	3/12/09	261.700	252.935	11/15/39	5.55 (15)
	2009B	4/23/09	500.000	485.575	11/15/30	5.00
	2009C	4/23/09	750.000	750.000	11/15/39	4.89 (14)
	2010A	3/17/10	502.990	495.285	11/15/40	3.91 (14)
	2011A	3/23/11	127.450	126.915	11/15/21	2.99
	Total:		6,160.100	5,375.965	\$386.9 thru 2034	WATIC 4.56

MTA State Service Contract Bonds (AA-/AA-)	2002A	6/5/02	1,715,755	1,587,990		7/1/31	5.29
	2002B	6/26/02	<u>679,450</u>	<u>417,465</u>		7/1/31	<u>4.93</u>
	Total.		2,395,205	2,005,455	\$165.0 thru 2031	WATIC	5.22
MTA Certificates of Participation (2 Broadway) (Caa2/CC/NR) ⁽¹²⁾	2004A	9/21/04	<u>357,925</u>	<u>114,350</u>		1/1/30	<u>4.15</u> (1) (4)
	Total.		357,925	114,350	\$ 27.2 thru 2030	WATIC	4.15
Grand Total - Bonds and Notes:			<u>\$37,391,645</u>	<u>\$32,483,395</u>			

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%, which does not reflect NYS Environmental Facilities Corporation, Series 2011A refunding.
- (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) Subseries 2005D-2 are 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 letters 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, all or part of which, were issued as federally taxable Build America Bonds (BABs). In case of BABs, True Interest Cost (TIC) is net of 35% interest subsidy.
- (15) On 8/3/2011 Subseries 2008B-2 and B-3 were converted to Floating Rate Tender Notes subseries 2008B-3a,b, and c.
- (16) On 5/25/2011 Subseries 2002D-2 were converted to Term Rate Mode and then privately placed.
- (17) On 11/2/2011 Subseries 2008B-1 were converted into Fixed Rate Mode.
- (18) On 1/1/2012 Subseries 2003B-3, 2005A-1, and 2005B-2 were converted into Daily Mode. Backed by a Direct pay letter of credit.
- (19) Floating Rate Tender Notes
- (20) As remarketed on 3/28/2012

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Staff Summary

Page 1 of 2

Subject 2011 Annual Investment Report						Date April 12, 2012			
Department CFO/Treasury						Vendor Name			
Department Head Name Robert E. Foran						Contract Number			
Department Head Signature 						Contract Manager Name			
Project Manager/Division Head Vinay T. Dayal						Table of Contents Ref #			

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Comm.	4/23			
2	Board	4/25			

Internal Approvals			
Order	Approval	Order	Approval
2	Chief of Staff		Chief Financial Officer
		1	Legal

Purpose:

To provide the MTA Board information on the MTA portfolio investment performance for the period 01/01/2011 to 12/31/2011 and obtain Board approval of the MTA 2011 Annual Investment Report and the MTA All Agency Investment Guidelines, pursuant to Public Authorities Law Section 2925.

Discussion:

Performance information is presented on the next page by types of funds and by bond resolution. Performance is based on book value.

The separate 2011 MTA Annual Investment Report contains the additional information:

- The investment income record
- Commissions or other charges paid to each investment banker, broker, agent, dealer and advisor
- Investment Inventory
- Detail Transaction Report
- All Agency Investment Guidelines

Recommendation(s):

It is recommended that the MTA Board re-approve the Board adopted Investment Guidelines and approve the MTA's submission of the 2011 Annual Investment Report.

Staff Summary



Metropolitan Transportation Authority

Page 2 of 2

Metropolitan Transportation Authority Investment Performance by Type of Fund For the Period Jan. 1, 2011 to Dec. 31, 2011

Type of Fund	<u>Net Earnings this Period</u>	<u>Average Daily Portfolio Balance</u>	<u>Net Portfolio Yield, 365-day Basis</u>
All Agency Investments	\$ 977,354	\$ 656,600,861	0.15%
MTA Special Assistance Fund	1,473,213	529,937,084	0.28%
TBTA Investments	108,343	113,310,228	0.10%
MTA Finance Fund	572,498	330,512,730	0.17%
MTA Transportation Resolution Funds	2,673,196	862,713,019	0.31%
State Service Contract Debt Service Fund	1,208	14,667,802	0.01%
MTA Dedicated Tax Fund Resolution Funds	146,410	142,502,817	0.10%
2 Broadway Certificates' Funds	62,988	28,837,283	0.22%
TBTA General Purpose Resolution Funds	404,652	260,314,461	0.16%
TBTA Convention Center Debt Service Fund	432	6,875,363	0.01%
TBTA Subordinate Resolution Funds	39,993	43,132,906	0.09%
Other Capital Restricted Funds	528,805	103,025,384	0.51%
Total	\$ 6,989,093	\$ 3,092,429,937	0.23%

Average Yield on 12 month Generic Treasury
Bill (1/1/11 – 12/31/11) 0.16%

Average Yield on 2 year Generic Treasury
Note (1/1/11 – 12/31/11) 0.44%

Note: Table above only includes information on funds actively managed by MTA Treasury in accordance with the Board approved Investment Guidelines.

Does not include defeasance investments for tax benefit lease transactions or insurance set asides.

**Staff Summary**

Subject
Paratransit Cost Savings Initiative
Department
Chief Financial Officer
Department Head Name
Robert Foran
Department Head Signature
<i>[Signature]</i>
Project Manager/Division Head

Date
April 18, 2012
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	4/23	x		
2	Board	4/25	x		

Internal Approvals			
Order	Approval	Order	Approval
1	Chief Operating Officer <i>UF</i>		Civil Rights
3	Chief of Staff <i>WJR</i>	2	Legal <i>[Signature]</i>
	Chief Financial Officer		Administration
	Procurement		Other

Purpose:

To obtain Board authorization to hold a public hearing on proposed tariff changes that would be required to implement a major cost savings proposal that would achieve substantial recurring savings in the MTA's Paratransit program. Under this proposal, special MetroCards would be provided to Paratransit-eligible customers allowing these customers free passage on NYCT subways and buses, as an incentive for such customers to choose to use NYCT fixed route service for some trips instead of the more expensive Paratransit service. This incentive program is projected to result in savings of more than \$90 million per year by 2015 and beyond.

Discussion:

At present, MTA's Paratransit program provides 6.6 million trips to eligible participants, with an additional 1.9 million personal care attendants and 500,000 guests accompanying the ADA Paratransit-eligible customers, for a total annual ridership of nine million. From 2005 to 2010, MTA's Paratransit costs grew approximately 20 percent per year. MTA has already implemented cost-saving measures to try to slow the growth in Paratransit program expenses, including creating a feeder service for ambulatory riders to the fixed route system, requiring trip-by-trip eligibility for some riders to discourage misuse, using more car services and taxis, which are cheaper than our Access-a-Ride vans, and increasing enforcement of our no-show and late policies. However, even after implementation of these measures, program costs were \$442 million in 2011 and are forecast to increase 50 percent by 2015 because of demographic factors and the high costs of operating the Access-A-Ride service.

This proposal, which would offer zero-fare MetroCards to Paratransit riders, is intended to incentivize the use of the cheaper fixed route service for those Paratransit riders who, while medically eligible to participate in the Paratransit program, are physically able to use the fixed route system for some of their travel. It is estimated that the increased flexibility and free cost associated with a free fixed-route option for Paratransit registrants will motivate these riders to use fixed-route options for more than 15% of the trips currently provided by Paratransit carriers. In total, our analysis estimates that approximately 1.47 million Paratransit trips would move to a fixed route service by 2015. A recent analysis performed by the MTA Audit Division estimates that this program would reduce the Paratransit budget by approximately 14.25% (based upon an anticipated \$677 million budget in 2015, with estimated savings of \$96.5 million). Similar Paratransit incentive programs have been successfully implemented in Washington, D.C. and Los Angeles. NYCT has analyzed the impact of this diversion of Paratransit customers to fixed route service and has determined that the impact upon dwell times will be negligible.

In order to address the potential for fraud in this program, MTA/NYCT will take the following steps: (1) existing rigorous procedures for determining eligibility will remain in place; (2) new cards will be sent to registrants' homes; (3) cards will include the registrant's pictures, and bus drivers will be asked to inspect rider's cards, to ensure that the picture matches the rider; and (4) NYCT will continue to monitor trip data from the Automatic Fare Collection system to flag misuse. Additionally, NYCT will be aggressive in investigating suspected fraud and will cancel free MetroCards upon suspicion of

Staff Summary



Metropolitan Transportation Authority

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fraud. In the event that NYCT experiences fraud to a degree that is unanticipated and that undermines the expected savings to be realized from this program, the program would be discontinued.

MTA has contacted the Paratransit Advisory Committee, which represents organizations for the disabled from across the City, and it is supportive of this initiative.

Recommendation:

It is recommended that the Board approve a public hearing to obtain public comment on proposed tariff changes associated with this Paratransit cost savings initiative.

Staff Summary



Metropolitan Transportation Authority

Page 1 of 1

Subject
Request for Authorization to Award Various Procurements
Department
Strategic Initiative
Department Head Name
Charlie Monheim
Department Head Signature
Division Head Name
Clifford Shockley

Date
April 12, 2012
Vendor Name
Various
Contract Number
Various
Contract Manager Name
Various
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance	4/23/12			
2	Board	4/25/12			

Internal Approvals			
Order	Approval	Order	Approval
			Office of Civil Rights
		2	Legal
4	CFO		ETIG
1	Procurement	3	Strategic Initiative

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	None

MTAHQ proposes to award Competitive procurements in the following categories:

Schedules Requiring Majority Vote

Schedule F: Personal Service Contracts	2	\$ 3,207,979.00
Schedule J: Modifications to Miscellaneous Procurement Contracts	1	\$21,246,729.09
SUBTOTAL	3	\$24,454,708.09

MTAHQ presents the following procurement actions for Ratification:

# of Actions	\$ Amount
None	None
TOTAL	3
	\$24,454,708.09

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, 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, APRIL 2012
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. Milliman, Inc.
Multi-Agency Actuarial Consulting Services
For Pension and Other Post-Employment Benefit Plans
Contract No. 11088-0100 | \$2,227,979
(Not-to-exceed) | <u>Staff Summary Attached</u> |
|---|---------------------------------------|--------------------------------------|

Competitively negotiated - 5 proposals - 60 months

Contractor to provide to provide actuarial services as mandated by law for the Metropolitan Transportation Authority (MTAHQ), MTA Manhattan and Bronx Surface Transit Operating Authority (MaBSTOA), MTA Staten Island Rapid Transit Operating Authority (SIRTOA), MTA Metro-North Railroad (MNR), and MTA Long Island Rail Road (LIRR) for a period of three years with two one-year renewal options from May 1, 2012 to April 30, 2017. The Consultant will conduct annual valuations of pension plans, prepare pension plan statements (i.e. Government Accounting Standards Board Statement No. 45 (GASB 45) for the financial reporting of post-retirement benefits), draft summary plan descriptions, update of forecasting models, analyze funding requirements and statistics, prepare five-year experience study, and handle special projects that utilizes the consultant on an as-needed basis for calculations of the effects of pension law changes or other actuarial assumptions. The negotiation cost of \$2,227,979.00 represents a reduction of 3.51% or \$81,244 of the Contractor's initial cost proposal of \$2,309,223.00. These fully loaded hourly rates are the same or lower than the rates that have been paid over the previous two years under the current five-year contract; and will remain firm for the duration of this five-year contract.

- 2. AFT Project** - AFT to provide technical design, fabrication, crating, delivery and oversight of artwork at the station specified below.

Competitively negotiated - 72 proposals - 48 months

Chuck Close, 86th Street Station/Second Avenue Subway Project (Contract No. 12080-0100 - \$980,000)

METROPOLITAN TRANSPORTATION AUTHORITY
COMPETITIVE PROCUREMENTS

J. Modifications to Miscellaneous Procurement Contracts

(Approvals/Staff Summaries required for individual change orders greater than \$250K. Approvals without staff summaries required for change orders greater than 15% of previously approved amount which are also at least \$50K)

- | | |
|--|--|
| <p>3. Oracle U.S.A.
Maintenance & Support on all Proprietary Products
under MTA's Enterprise License Agreement (ELA)</p> | <p>\$21,246,729.09 <u>Staff Summary Attached</u>
(Total)</p> |
|--|--|

Base plus previous change orders = \$34,486,032.51

To obtain Board approval to extend the existing Board approved, competitively awarded contract for All-Agency maintenance and support of Oracle proprietary software products acquired under MTA's Enterprise License Agreement (ELA) for a five-year period. The Enterprise License Agreement formalized PeopleSoft/Oracle software as the standard MTA Financial/Human Resource suite of products and further implements the Board's directive for MTA and the Agencies to achieve more integrated budgeting and financial reporting practices and to standardize Financial and Human Resource (HR) systems as they are replaced or upgraded. The original proposed cost for the five-year extension was \$22,973,371.29. As a result of negotiations, Oracle's cost was reduced to \$21,246,724.09 for a savings of \$1,726,647.20 or 7.52%. There will be no annual escalation for the 5-year term of the extension. Based on the above, the cost is deemed fair and reasonable.

Staff Summary

Schedule F: Personal Service Contracts

Item Number:						SUMMARY INFORMATION	
Dept & Dept Head Name: Human Resources/Margaret Connor						Vendor Name: Milliman, Inc.	
Division & Division Head Name: <i>Margaret M Connor</i>						Contract Number: 11088-0100	
Description: Multi-Agency Actuarial Consulting Services for Pension and Other Post-Employment Benefit Plans						Total Amount: \$2,227,979	
Board Reviews						Contract Term (including Options, if any) May 1, 2012 to April 30, 2017	
Order	To	Date	Approval	Info	Other	Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
1	Finance	4/23/12				Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
2	Board	4/25/12				Procurement Type: <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Internal Approvals						Solicitation Type: <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Order	Approval	Order	Approval	Funding Source: <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: Pension Plan Trust Funds			
1	Procurement <i>MS</i>	3	Diversity and Civil Rights <i>MS</i>				
2	Human Resources <i>MS</i>	4	Legal <i>MS</i>				
		5	CFO <i>MS</i>				

Narrative

I. PURPOSE/RECOMMENDATION

To recommend that the Board approve the award of a multi-agency, competitively negotiated personal service contract to Milliman, Inc. (Milliman) to provide actuarial services as mandated by law for the Metropolitan Transportation Authority (MTA), MTA Manhattan and Bronx Surface Transit Operating Authority (MaBSTOA), MTA Staten Island Rapid Transit Operating Authority (SIRTOA), MTA Metro-North Railroad (MNR), and MTA Long Island Rail Road (LIRR) for a period of three years with two one-year renewal options from May 1, 2012 to April 30, 2017. The combined cost for the five-year period will not exceed the total of \$2,227,979.00 for the MTA and the operating agencies.

II. DISCUSSION

The current contract for actuarial consultant services will expire on April 30, 2012. The Metropolitan Transportation Authority ("MTA") is responsible for the administration of the MTA Defined Benefit Pension Plan, MTA Manhattan and Bronx Surface Transit Operating Authority (MaBSTOA) Pension Plan, the Metro-North (MNR) Cash Balance Plan and the Long Island Rail Road (LIRR) Plan for Additional Benefits and for Other Post-Employment Benefits (OPEB) (altogether "the Plans"). The individuals in the Plans consist of retirees and beneficiaries receiving benefits, terminated, vested and active participants totaling approximately 26,835. The Plans assets total approximately \$4.2 billion.

The MTA Headquarters requires the continued services of an actuarial consultant to conduct annual valuations of pension plans, prepare pension plan statements (i.e. Government Accounting Standards Board Statement No. 45 (GASB 45) for the financial reporting of post-retirement benefits), draft summary plan descriptions, update of forecasting models, analyze funding requirements and statistics, prepare five-year experience study, and handle special projects that utilizes the consultant on an as-needed basis for calculations of the effects of pension law changes or other actuarial assumptions.

In order to continue these services, a Request for Proposals (RFP) was publicly advertised and letters advising potential proposers of the RFP's availability were mailed to thirty-one (31) vendors. Five (5) proposals were received. The Selection Committee, consisting of representatives from MTA Headquarters and MaBSTOA evaluated the proposals and recommended that three firms (Milliman, Segal, and Hay Group) be invited to make oral presentations. Upon conclusion of the oral presentations, the selection committee determined that Milliman is the most qualified firm to perform the services required. MTA has conducted a responsibility review and other due diligence on the proposed awardee and has deemed it to be responsible for award.

Staff Summary



As a result of negotiations, the original cost of \$2,309,223.00 proposed by Milliman for the five-year period was reduced to \$2,227,979.00, a negotiated savings of 3.51% or \$81,244. These fully loaded hourly rates are the same or lower than the rates that have been paid over the previous two years under the current five-year contract; and will remain firm for the duration of this contract. Based on the negotiated savings the cost of \$2,227,979.00 is deemed to be fair and reasonable.

III. D/M/WBE INFORMATION

No D/M/WBE goals were established by the MTA's Department of Diversity and Civil Rights for this contract.

IV. IMPACT ON FUNDING

Fees charged for actuarial services will be paid through the Pension Plan Trust Funds and participating Agencies' operating budgets.

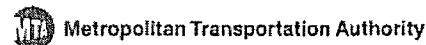
V. ALTERNATIVES

1. Do not Approve Award of the Contract. This alternative is not feasible. MTA and its agencies require actuarial services as mandated by the operation of the Plans' documents; including those provisions concerning the fiduciary duties involved in administering the Plans.

2. Perform the Services In-house. This is not a feasible alternative. MTA does not possess the internal resources to provide the actuarial services.

Staff Summary

Schedule J: Modifications to Miscellaneous Procurement Contracts



Item Number:

Page 1 of 1

Vendor Name (& Location): Oracle U.S.A		Contract Number: 03158-0100	AWO/Modification # 16
Description: All-Agency Maintenance and Support on all Proprietary Products under MTA's Enterprise License Agreement (ELA)		Original Amount: \$1,870,000	
Contract Term (including Options, if any): May 30, 2012 through May 29, 2017		Prior Modifications: \$32,616,033	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Prior Budgetary Increases: \$ --	
Procurement Type: <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		Current Amount: \$34,486,033	
Solicitation Type: <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		This Request: \$21,246,724	
Funding Source: <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		% of This Request to Current Amount: 55%	
Requesting Dept/Div & Dept/Div Head Name: Strategic Initiatives /EITG & Charlie Monheim/W. Hibri		% of Modifications (including This Request) to Original Amount:	

DISCUSSION:

To recommend that the Board approve the extension of the All-Agency maintenance and support of Oracle proprietary software products acquired under MTA's Enterprise License Agreement (ELA) with Oracle U.S.A. for a five-year period from May 30, 2012 through May 29, 2017 at a total cost of \$21,246,724.09.

In 2003 MTA Board directed MTA to achieve an integrated budgeting and financial reporting practices, standardizing Financial and Human Resources systems as they are replaced or upgraded. To meet this Board-directive, Metro-North Railroad (MNR) conducted a competitive solicitation and received Board approval to award a contract to CherryRoad Technologies, Inc. to implement the Peoplesoft software solution. (Oracle acquired Peoplesoft USA, Inc. in 2004). Subsequently, Headquarters rode MNR's competitively negotiated contract to acquire related Oracle database and development tools and Peoplesoft Application Software.

In May, 2007 the Board approved an amendment in the total amount of \$27,859,447 to this competitively awarded proprietary contract with Oracle for: i) an Enterprise License Agreement (ELA) to provide the most cost effective use of PeopleSoft Financial/Human Resource software and related Oracle Database and Development tools across the MTA and its agencies; and ii) purchase of a new database software license with five years of software maintenance for the adaptation of various Oracle software development tools. Under this amendment, MTA negotiated an 89.58% discount off the then current PeopleSoft Software License, as well as five years of fixed maintenance with no yearly escalations.

One of the fundamental tenets in the creation of the ELA was to generate cost savings for the MTA by seeking out and implementing operational efficiencies. A prime way to achieve this is through the use of cost effective technology and by reducing annual licensing and maintenance costs, which is being realized under this contract.

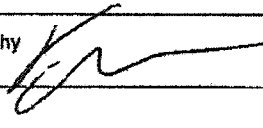
This All-Agency Enterprise License Agreement, which will expire on May 29, 2012, has formalized Oracle/PeopleSoft software as the standard MTA Financial/Human Resource suite of products and further implements the Board's directive for MTA and the Agencies to achieve more integrated budgeting and financial reporting practices and to standardize Financial and Human Resource (HR) systems as they are replaced or upgraded. In order to continue these essential services for ongoing maintenance MTA has negotiated a five year extension. This contract extension is essential due to the proprietary nature of the software.




The original proposed cost submitted by Oracle for the five-year extension was \$22,973,371, which included 3% annual escalations. Through negotiation, Oracle's cost was reduced to \$21,246,724, with zero escalation for the term of this extension, for a savings of \$1,726,647.20 or 7.52%. Based on the above, the negotiated pricing is deemed fair and reasonable.


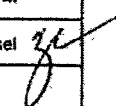
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STAFF SUMMARY

Subject: Supplemental Agreement between Metro-North Railroad and New York State Department of Transportation for the Replacement of Bridge Street Bridge (HU 65.18) in New Hamburg (Town of Poughkeepsie), Dutchess County, New York					
Department: Capital Engineering					
Department Head Name: Timothy McCarthy 					
Department Head Signature:					
Project Manager Name: Ziona Rubin					
Program Manager Name: Ronald Bottacari					
Board Action					
Order	To	Date	Approval	Info	Other
1	M-N Comm. Mtg.				
2	MTA Fin. Comm.				
3	MTA Board Mtg.				

Date: 3/15/12			
Vendor Name: N/A			
Contract Number: N/A			
Contract Manager Name: N/A			
Table of Contents Ref#: N/A			
Internal Approvals			
Order	Approval	Order	Approval
5 	President	4	Budget 
	VP Operations	1 	Sr. Director Capital Programs
	VP Financial Admin		Engr/Const
	Controller		Project Reporting

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
3 	Sr. VP Planning		Government Relations		Labor Relations	2	General Counsel 
	Press		VP Human Resources		Personnel		Other

Narrative:

1. Purpose: To obtain Board approval to execute a supplemental agreement for \$5,678,000 between New York State Department of Transportation (NYSDOT) and Metro-North Railroad for the following:
 - a) The design costs (\$32,000) associated with the conversion of the construction contract documents from a lump sum contract to a unit price item contract, as per NYSDOT's requirements.
 - b) The construction phase costs (\$5,646,000) associated with the replacement of Bridge Street Bridge, located in the Hamlet of New Hamburg, Town of Poughkeepsie in Dutchess County, New York.
2. Background and Discussion: Bridge Street Bridge serves as one of two access routes across the railroad tracks in New Hamburg, at Milepost 65.18 of the Hudson Line. The bridge, which was built in 1930, is 168 feet long. The bridge superstructure and substructure are in poor and deteriorated condition. The bridge has a restricted load limit of 15 tons and the railroad clearance under it is substandard. In 2006 Metro-North signed a grant agreement with NYSDOT for the design phase costs associated with the replacement of Bridge Street Bridge over Metro-North. The design was completed and approved by NYSDOT.

STAFF SUMMARY

Page 1 of 2

Metro-North, as the administrating agency is responsible for performing the design and construction according to Federal Highway Administration (FHWA) Guidelines. NYSDOT provides federal funding for 80% of all the costs, and Metro-North is funding the remaining 20%. MNR has to execute the supplemental agreement with NYSDOT in order to obtain the federal funding and be reimbursed for the project related costs.

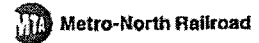
3. Budget Impacts: NYSDOT provides federal funding for 80% of the project costs, and the remainder is funded by MNR's Capital Budget. The total amount of this agreement is \$5,678,000. NYSDOT share is \$4,542,400 and Metro-North's share is \$1,135,600 of which \$1,000,000 was contributed by Hon. S. Saland through the MTA Capital Program Legislative Reserve Funding.
4. Recommendations: That the board authorizes Metro-North to execute a supplemental agreement with NYSDOT for the design associated with the conversion and for construction phase costs for the replacement of Bridge Street Bridge, located in the Hamlet of New Hamburg, Town of Poughkeepsie in Dutchess County.

Approved for Submission to the Board



President

Staff Summary



Page 1 of 3

Item Number G					
Dept & Dept Head Name: Procurement & Material Management, Anthony J. Bombace, Jr.					
Division & Division Head Name: Sen. VP - Administration, Raymond Burney					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	M-N Comm.Mtg.	4-23-12	X		
2	MTA Board Mtg.	4-25-12	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	President	X	Sr. V.P. Operations		
X	Sr. V.P. Admin.	X	V.P. Planning		
X	V.P. Finance & IT	X	General Counsel		
	Capital Programs				

SUMMARY INFORMATION	
Vendor Name Automotive Resources International (ARI)	Contract Number 1000009713
Description Multi-Agency Fleet Maintenance and Management Services	
Total Amount \$34,080,000 (estimated)	
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 checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE/RECOMMENDATION:

To obtain MTA Board approval to award a competitively negotiated miscellaneous service contract to Automotive Resources International (ARI) to provide Fleet Maintenance and Management Services for a period of 5 years at an estimated cost of \$34,080,000. MNR led the multi-agency procurement and the participating agencies are Metro-North Railroad (MNR), Long Island Rail Road (LIRR) and New York City Transit Paratransit Division (NYCT Paratransit).

Of the MTA's total non-revenue fleet size of 3,535 vehicles, this contract will be awarded specifically for the 1,419 vehicles for MNR, LIRR, and NYCT Paratransit Division. The remaining 2,116 vehicles owned by NYCT Support Fleet, MTA Bus and Bridges & Tunnels are maintained predominately by in-house resources. In the event a decision is made by the non-participating agencies to utilize ARI's services, the contract permits the ability to take advantage of all terms, conditions and negotiated prices.

II. BACKGROUND and DISCUSSION:

As a result of an MTA Strategic Sourcing Initiative, opportunities for savings within non-revenue fleet was reviewed and implemented as follows: standardization of non-revenue vehicle specifications, advance forecasting of fleet requirements, reducing the fleet size and the downgrading of certain vehicles, and extending life of selected vehicles with review of maintenance and repair practices. As part of the 2011 fleet reduction exercise, new vehicle purchases were suspended for all agencies - 326 vehicles were removed from the MTA fleet and 193 vehicles were identified for downsizing to less expensive models. In September 2011, an MTA All-Agency Non-Revenue Fleet (NRF) Council was established to create a more efficient non-revenue fleet operation, with mandated goals to reduce vehicle maintenance spending, standardize NRF policies to reflect industry best practices, and improve vehicle reliability.

The NRF Council took an active role in identifying critical services that the fleet management vendor was required to provide, and encouraged the MTA fleet managers to detail maintenance practices that would contain maintenance costs (labor rates and parts markups) to achieve real savings. The Council was instrumental in revising the scope of work and conducting a market analysis which revealed that there are 3 primary vendors who can provide specialized services to help manage a large geographically dispersed fleet, with specific requirements for specialized and heavy duty vehicles. Participating MTA Agencies manage separate fleets in vehicle categories determined by weight as detailed on the chart below:

Staff Summary

Vehicle Category	MNR	LIRR	Paratransit	Total
Vehicle weight <10K lbs	347	219	23	589
Vehicle weight 10K-16K lbs	165	181	154	500
Vehicle weight >16K lbs	76	175	0	251
Off Road / Special Equipment*	4	75	0	79
Total Vehicles	592	650	177	1,419

* Special equipment includes mobile cranes, trailers, flatbeds, backhoes, const/shop vehicles.

In October 2011, a Request for Expression of Interest (RFEL) was issued in advance of the Request for Proposal (RFP) to notify the vendors of the pending solicitation, maximize competition, and enhance the scope of work requirements. Responses were received from GE Fleet Services (GEFS), ARI and PHH Arval (PHH).

The NRF/RFP team met with these firms to informally discuss business practices and price control mechanisms with the intention of having the best, most cost effective solution for the MTA fleet management services. Some of the areas discussed were how a fleet maintenance management company could ensure that MTA pays fair and reasonable price for repairs, if they could work with MTA pre-negotiated labor rate contracts and what strategies they could offer that would contain MTA maintenance expenses. Most critical to the fleet managers was the ability to get detailed data about labor rates, parts prices and the number of hours for repairs. The Agencies also wanted to have a flexible and simple process where vehicles could be added or removed from the contract, and accessibility to data and reports. Service Level Agreements (SLA) and data needed to develop metrics typically found in the industry were also discussed.

III. PROCUREMENT:

In November 2011, a multi-agency RFP solicitation was issued to cover requirements for all participating agencies anticipated over the next five years. The RFP was advertised in the New York State Contract Reporter, the New York Post, the Daily Challenge, and the Metro-North website, and issued to 12 firms.

A Pre-proposal conference was held on November 11, 2011 with a total of 3 firms attending. The RFP established minimum vendor requirements and requested supporting information that provided evidence of the firms' capability to meet the requirements of each agency. Proposers were required to submit their listing of repair shops to show coverage of the MTA service area, their negotiation processes to ensure low repair costs, and their software management tool for effective tracking and reporting.

Concurrently, a Selection Committee was formed consisting of representatives from each participating agency's Automotive/Fleet Maintenance Departments. The Selection Committee agreed to evaluate proposals based on the vendor's 1) presentation of realistic and effective Maintenance Cost Containment approaches, optimal overall service levels, cost for direct service fees and demonstrated understanding of the Work Scope requirements; 2) Data management capability that provides remote (on-line) access to fleet maintenance repair data, the ability to merge operational data with maintenance data, interfaces to MTA asset management systems and available online reports; and 3) Proposed project plan, past experience with large enterprise clients, confidence level, commitment of relevant resources to the project.

Three proposals were received on December 16, 2011 from GEFS, ARI, and PHH. The Selection Committee short-listed all 3 firms, GEFS, ARI and PHH to give presentations. Oral presentations for the 3 short-listed firms were held in January 2012. The results were very competitive. After considerable internal discussions and vendor negotiations, the Selection Committee unanimously selected ARI to support MTA's Fleet Maintenance and Management Program. ARI possessed the optimal combination of required qualifications, the best overall technical level of maintenance and management expertise, a substantial and flexible network of repair vendors, broad experience and lowest overall cost.

The combined agency total contract amount of \$34,080,000 is an estimated amount and is not guaranteed. ARI will receive approximately \$921,350 in direct fees for managing all aspects of vehicle repair approvals, recording repair details, payment of invoices from maintenance repair vendors who service MTA vehicles and the consolidation of monthly

Staff Summary

invoices for payment by each participating MTA agency. The remaining \$33,158,650 is the 5 year estimate based on projected fleet repair costs.

ARI ensures low repair costs by negotiating labor rates and hours with the repair shops, compares each repair activity with industry standards to control costs and coordinates MTA fleet managers' approval of detailed repair expenses (labor hours, rates and parts) if the repair exceeds \$450. Other than the monthly administrative fees, no other charges are allowed. All fees will be fixed for the 5 year term and all pricing and terms were deemed fair and reasonable by the agencies.

ARI's lower overall fees of approximately 15% (versus the current contract) represent a potential \$125K savings over the 5 year contract term. Additionally, it is anticipated that there will be a 2% savings on overall repair cost (due to improved repair cost detail), representing a potential \$660K savings over the 5 year contract term; accordingly there is a total projected 5 year savings of \$785K under this contract.

IV. D/M/WBE INFORMATION:

M/WBE goals were established by the MTA Department of Diversity and Civil Rights (DDCR) at 10% MBE, 10% WBE. DDCR will work with the MTA fleet managers to identify and qualify certified M/WBE repair shops within their specific fleet service areas. ARI will support increased M/WBE participation through monthly reporting of spend with certified vendors, who will be flagged and added to ARI's database as requested. MTA agency participation goals will be reviewed annually to reflect the availability of M/WBE repair shops in the MTA geographic service area and adjusted as warranted.

V. IMPACT ON FUNDING:

The multi-agency total contract amount is an estimated \$34,080,000. Funding is included in the respective agency's Operating Budgets and is based on the maintenance and repair expenditures by participating agencies over the last 5 years, broken down as follows.

	5 Yr Estimated Amount
MTA LIRR	\$18,080,000
MTA MNR	\$11,000,000
MTA NYCT Paratransit	<u>\$ 5,000,000</u>
Total	\$34,080,000

VI. ALTERNATIVES:

Each MTA Agency independently manages repair and maintenance for all of its fleet, and contracts with individual repair shops. This approach does not leverage the volume of MTA business and would not result in all MTA agencies receiving most favorable maintenance and repair rates. ARI is contracted to look at MTA as a whole, which significantly lessens the overall maintenance administration for all MTA.

Schedule H: Modifications to Personal/Miscellaneous Service Contract



Item Number:2

Vendor Name (& Location)	
PB America/STV/Parsons Transportation Group, Joint Venture	
Description	
East Side Access General Engineering Consultant Services	
Contract Term (including Options, if any)	
December 2016	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input 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	
East Side Access, A. Paskoff	

Contract Number	AWOrModification
98-0040-01R	35
Original Amount:	\$ 140,000,000
Prior Modifications:	\$ 177,839,434
Prior Budgetary Increases:	\$
Current Amount:	\$ 317,839,434
This Request	\$ 7,418,433
% of This Request to Current Amount:	2.3 %
% of Modifications (including This Request) to Original Amount:	132 %

Discussion:

This Contract is for design and engineering services for the LIRR East Side Access project. Pursuant to Article XIII of the MTA All-Agency Guidelines for the Procurement of Services, Board approval is requested to modify the Contract for additional design changes.

The Contract has been modified several times to incorporate changes to the scope of Final Design. These changes have been to satisfy various Program objectives such as implementation of Railroad operating requirements, realization of construction cost savings, resolution of schedule conflicts, mitigation of technical and contractual risk, and retroactive adjustment to overhead rates. In addition, funding for Construction Phase Services has been increased. The table below shows the allocation of the current and proposed Contract amounts.

Work Category	Original Contract	Previous Modifications	Current Contract	Proposed Modification	Proposed Contract
Final Design	\$120,000,000	\$ 133,695,022	\$ 253,520,022	\$ 7,418,433	\$ 261,113,455
Construction Phase Services	\$ 20,000,000	\$ 43,609,782	\$ 63,609,782	\$ -0-	\$ 63,609,782
Misc Technical Support	\$ -0-	\$ 634,630	\$ 534,630	\$ -0-	\$ 534,630
TOTAL	\$ 140,000,000	\$ 177,839,434	\$ 317,839,434	\$ 7,418,433	\$ 326,257,867

The Current Contract and Proposed Contract amounts do not include \$5,002,779 previously approved by the Board for task orders and repackaging work which has not yet been allocated.

This modification is required to incorporate changes for, among other things, a major effort involving the GCT Concourse and Caverns, rehabilitation work in the existing 63rd St Tunnel, requests from LIRR and Amtrak to reconfigure various track and infrastructure in Harold, the addition of an elevator connecting the LIRR and MNR station operations centers, and the extension of existing elevators to the mezzanine level of the Caverns.

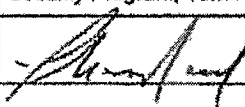
The Consultant proposed \$8,897,289 for these changes while the MTACC's estimate totaled \$7,015,548. Negotiations were held and the parties agreed to a cost of \$7,418,433 which leads to a savings of \$1,478,856. The negotiated price is considered fair and reasonable as it falls within an acceptable parameter of the estimate.

Funding for this modification is available in the Project's contingency. This request addresses the need for the additional Final Design services described above only. MTACC intends to return to the Board in the future for additional funding for other changes that will result from its on-going efforts to mitigate construction risks, and for continuation of Construction Phase Services.

Schedule D: Ratification of Completed Procurement Actions



Item No. 7

Vendor Name (& Location) Skanska USA Civil Northeast, Inc. (Whitestone, NY)	Contract Number PS837	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Description Furnish and Install an ACTIVU Video Wall with Associated Electrical Enhancements and Other Incidentals	Total Amount: \$1,531,403	
Contract Term (including Options, if any) 12 Months (excluding options)	Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: Homeland Security	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	Requesting Dept./Div & Dept./Div Head Name: Security Program, Tom Reed	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	 4/15/2012	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Emergency Declaration		

DISCUSSION:

In accordance with Article III of the All Agency Guidelines for the Procurement of Services, MTACC requests the Board ratify award of a public work contract to Skanska USA Civil Northeast, Inc. ("Skanska"). The Contract is for the furnishing and installation of an ACTIVU Video Wall with associated electrical enhancement and other incidentals for the MTA Police Department ("MTAPD"), in the amount of \$1,531,403.

The scope of work for this contract includes, among other things, providing all labor, equipment and material required to furnish and install the ACTIVU Video Wall. The material will include but is not limited to monitors, workstation consoles, electronic equipment, conduits, cables, and any other electrical and communications equipment and incidentals. MTAHQ's IT department through the MTAPD's Support Unit will provide system administration, support and maintenance of the ACTIVU Video Wall after installation and upgrade.

MTACC has processed this procurement pursuant to the Emergency Declaration for Security Projects and in accordance with Articles II (C) and III (A) (1) of the MTA's All Agency Procurement Guidelines as this equipment will increase the functionality of the security sensitive IESS system as well as provide additional situational awareness which are essential to the efficient operation of the MTAPD. MTACC identified three firms, ARINC, Henry Brothers Electronics, Inc. (HBE) and Skanska USA Civil Northeast (Skanska), which possess the expertise, experience and track record for performing this type of work. Each of these firms had previously signed MTA Security Sensitive Non-Disclosure Agreements, worked with IESS and/or in the secure MTAPD facility. A Request for Proposal was issued to the three firms. All three firms submitted proposals on the RFP closing date of March 9, 2012. The Selection Committee evaluated the proposals based on the RFP evaluation criteria and found all proposals to be acceptable and recommended entering into negotiations with all three firms.

The Cost Proposals received for the work were as follows:

Skanska	\$1,543,215
HBE	\$1,570,894
Arinc	\$1,851,875







MTACC's estimate was for \$1,605,025. Negotiations were held and at their conclusion, the following Best and Final Offers (BAFOs) were received:

Skanska	\$1,531,403
HBE	\$1,565,000
ARINC	\$1,641,310

The Selection Committee recommended award to Skanska as the Committee determined their BAFO represented the best overall value to the MTA. In connection with a previous contract award, Skanska was found to have Significant Adverse Information (SAI) within the meaning of the All Agency Responsibility Guidelines. The Chairman approved a recommendation that they be found responsible for that award and future awards provided no new SAI was found. No new SAI has been found. Skanska is considered to be financially stable.

In order to expedite the lead time associated with this essential equipment, MTACC authorized Skanska to proceed with the work.

Schedule G: Miscellaneous Service Contracts
Staff Summary

Item Number 1					
Department and Department Head Name: Security Program, Thomas Reed, Acting Chief					
 7/11/2012					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	MNR & LIRR Committee	04/23/12	X		
2	Board	04/25/12	X		
Internal Approvals					
Order	Approval	Order	Approval		
1 	Chief Procurement Officer	4 	Sr. Vice President & General Counsel		
2	Vice President & Chief Engineer	5 	Executive Vice President		
3 	Chief Financial Officer	6 	President		

SUMMARY INFORMATION	
Vendor Name Henry Brothers Electronics, Inc.	Contract Number PS836
Description Upgrade of Cisco Surveillance System	
Total Amount \$827,725 (NTE)	
Contract Term 1 Year with Options to extend for 5 Years	
Option(s) Included in Total Amount? <input checked="" type="checkbox"/> Yes <input 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:

Pursuant to Article VC of the MTA All-Agency Guidelines for the Procurement of Services and the Emergency Declaration for Security Projects, MTACC requests that the Board approve the award of negotiated and competitively solicited miscellaneous service Contract PS836, Upgrade of CISCO Video Surveillance System, to Henry Brothers Electronics (HBE), Inc. in the amount of \$710,000 and a contract duration of 12 months. The Contract also includes two support options with costs of \$90,000 and \$27,725 respectively. This is a joint procurement for MTACC and MTAHQ.

II. DISCUSSION:

This Contract will provide an upgraded and supported Cisco Enterprise Video Surveillance Subsystem compatible with the Intergraph Security System and other interfaces within the Integrated Electronic Security System. In addition, there are two options. Option 1 is for an additional 5 years of maintenance after the initial one year covered under the Base and Option 2 is for On Call support and Software Development. The options will be executed, if at all, by MTAHQ upon completion of the base work.

The work under this Contract must be performed by a CISCO certified Value Added Reseller (VAR) in order to work on this type of system. Six firms Arinc, IPLOGIC, Blackbox, ePlus, World Wide Technology and Henry Brothers ("HBE"), were identified as CISCO VARs who had the required expertise, experience and track record for providing this type of services. In accordance with Article IV C of the MTA All-Agency Guidelines and the Emergency Declaration for Security Projects, a Request for Proposal was issued to the six firms on November 7, 2011. Proposals were due on December 22, 2011 and HBE submitted the only proposal. The other firms were contacted and indicated that they did not propose due to unfamiliarity with the existing components of the system and the amount of integration and testing necessary to get the system working properly.

The Selection Committee evaluated the proposal based on the RFP evaluation criteria and found HBE's technical proposal to be acceptable and recommended entering into negotiations.

HBE submitted a cost proposal of \$761,935 for the base work, \$187,903 for Option 1 and \$27,849 for Option 2 for a total of \$977,687. The internal cost estimates was \$685,340 for the base work, \$90,000 for Option 1 and \$25,000 for Option 2 for a total of \$800,340. Negotiations were held and at the conclusion, HBE was requested to submit a Best and Final Offer ("BAFO"). HBE submitted a BAFO that reflected a cost of \$710,000 for the base, \$90,000 for Option 1 and \$27,725 leading to a total of \$827,725. Overall the BAFO resulted in an overall savings of \$149,962. A Cost/Price analysis was conducted and the negotiated cost of with the options is considered to be fair and reasonable as it falls within an acceptable parameter of the estimate.

Please note that the intent is for Options 1 – Additional 5 Year Maintenance after the initial one year covered under the Base and option 2 – On Call support and Software Development to be exercised by MTAHQ under a separate Contract upon completion of the base work.

HBE submitted a Responsibility Questionnaire and responsibility and integrity checks were performed by MTACC Procurement. No SAI within the meaning of the All-Agency Responsibility Guidelines was found. HBE is considered to be financially stable and technically qualified.

III. IMPACT ON FUNDING:

Funding for the base work under this Contract is available in the 2000 – 2004 Capital Program for the Security Program. Funding for Options 1 and 2, if exercised, will come from MTA-PD budget.

IV. ALTERNATIVES:

There are no viable alternatives for performing this critical work.

Schedule A: Non-Competitive Purchases and Public Works

Staff Summary



Long Island Rail Road

Item Number: 1

Vendor Name Knox Kershaw Inc. - Montgomery, AL
Description Various Replacement Parts
Contract Term (including Options, if any) 3 Year Blanket Purchase Order
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

Contact Number IT01537	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: \$	LIRR: \$450,000 MNR: 300,000 Not-to-Exceed \$750,000
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: Maintenance of Way - Kevin Tomlinson, Chief Engineer	
Contract Manager: Richard Barone	

Discussion:

LIRR, on behalf of itself, and Metro-North Railroad ("Railroads"), requests MTA Board approval to award Sole Source Contracts to Knox Kershaw (Kershaw), for a three-year period in the total not-to-exceed amount of \$750,000 (LIRR, \$450,000 /MNR \$300,000) to provide various replacement parts required by the Railroads to maintain their fleet of Knox Kershaw track equipment. LIRR's fleet includes 13 Tie Cranes and 2 Ballast Regulators while MNR's fleet consists of 2 Ballast Regulators and 1 Tie Handler. These highly specialized pieces of track equipment are used by the Railroads for various infrastructure maintenance projects and must be maintained in good operating order. Knox Kershaw is the Original Equipment Manufacturer of this equipment and the sole responsible source for the replacement parts. Kershaw has provided these repair and replacement parts on a sole-source basis to the Railroads for the past three years.

In accordance with Public Authorities Law Sections 1265-a(3) and 1265-a(4)(b), LIRR advertised its intent to award a Sole Source Procurement in the NYS Contract Reporter and in the New York Post, and no other vendor expressed an interest in competing for this contract.

As a result of negotiations, the Railroads will receive a 1% discount off the Knox Kershaw price book during the life of the contract. The prices proposed by Knox Kershaw were reviewed and compared to previous prices paid to Knox Kershaw, and after applying the appropriate Producer Price Index (PPI), the prices for this award have been determined to be within the acceptable industry standards of 3.49%. Additionally, Knox Kershaw has certified that the prices quoted the Railroads are not greater than the prices they charge their most favored customers. Based on the above, the prices have been determined to be fair and reasonable. Each agency's operating budget will fund these contracts.

Schedule G - Miscellaneous Service Contracts

Staff Summary



Long Island Rail Road

Item Number: 2

Vendor Name (& Location) Industries for the Disabled, New York, NY
Description Data Input Data Conversion
Contract Term (including Options, if any) May 1, 2012 – April 30, 2015
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: Preferred Source

Contact Number TBD	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: \$461,022.60 NTE	
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: Treasury, Michael Reilly	
Contract Manager: Louis R. Drago/Cliff De Risi	

Discussion:

LIRR requests MTA Board approval to issue a Miscellaneous Service Contract to the New York State Industries for the Disabled (NYSID) in the fixed price amount of \$461,022.60 to provide data entry and data conversion services for LIRR's cash fare duplex tickets for a three-year period. The work to be performed under this Contract includes all labor, materials, equipment, facilities and transportation necessary to perform Data Conversion services for the LIRR's on-board cash fare duplex tickets. This service is required to capture onboard ticket information used to reconcile and audit on-board fare collections. The term of the contract will be from May 1, 2012 through April 30, 2015. There are no options included in the contract.

In accordance with New York State Finance Law, "All State agencies, political subdivisions and public benefit corporations are required to purchase commodities and services from preferred sources when such commodities and services are on the List of Preferred Source Offerings and when they meet form, function and utility requirements as determined by the agency provided the price is within 15% of the fair market value."

NYSID, through their preferred source provider, Fedcap Rehabilitation Services (Fedcap) proposed a total price of \$477,529.20 for the three year period of performance. This amount represented an increase of 13% from the current contract price the LIRR has with Ardem Incorporated, who was awarded their contract through a competitive procurement. LIRR negotiated Fedcap's proposed price down to a fixed price of \$461,022.60, which reflected a 3.5% reduction. MTA Audit conducted a review on NYSID's revised cost proposal and determined that it was fair and reasonable.

Based upon the fact that NYSID/Fedcap meets the form, function, and utility requirements of the LIRR, and the negotiated fixed price is within the 15% of the fair market value and deemed fair and reasonable, it is recommended that the MTA Board approve a miscellaneous service contract to NYSID in the fixed amount of \$461,022.60 for a three year period.

Item Number: 5 & 6

Vendor Name (& Location) Granite-Traylor-Frontier ("GTF"), Joint Venture		Contract Number CQ031	AWO/Modification # 63 & 64
Description Queens Bored Tunnels and Structures		Original Amount: \$ 669,200,700.00	
Contract Term (including Options, if any) 31 Months		Prior Modifications: \$ 108,200,917.12 (includes an option of \$58,400,700)	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a		Prior Budgetary Increases: \$ 0	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		Current Amount: \$ 765,401,617.12	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification		This Request \$ 5,772,130.50	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other: <i>Handwritten signature</i>		% of This Request to Current Amount: 7.5%	
Requesting Dept/Div & Dept/Div Head Name East Side Access, A. Paskoff, P.E. <i>Handwritten signature</i>		% of Modifications (including This Request) to Original Amount: 17%	

Discussion:

The work under this contract includes the construction of four soft-ground bored tunnels and miscellaneous demolition of surface structures for the East Side Access project. In accordance with Articles IX of the All-Agency Procurement Guidelines, MTACC seeks Board approval for the following modifications:

Modification No. 63 Underpinning of the Harold CIL Structure

During mining operations for the B/C Tunnel, the Tunnel Boring Machine will pass directly beneath the Harold Central Interlocking House (CIL). The Harold CIL houses sensitive railroad relay equipment that controls signals and switches in the Harold Interlocking. Any damage to this relay equipment could cause major system disruption and adversely impact the ability to safely maneuver trains through the interlocking and beyond. To minimize settlement of the CIL during mining, and thus further protect this sensitive equipment, underpinning of the structure is required.

ESA's estimate for this underpinning work was \$793,755. The Contractor's cost proposal was \$1,072,557. Negotiations were held and the parties agreed to a cost of \$873,130.50 leading to a savings of \$278,802. The negotiated price is considered to be fair and reasonable as it falls within an acceptable parameter of the estimate. The budget for this modification will come from the contract's contingency and there will be no additional cost to the overall Project's budget.

Modification No. 64 Reconciliation of Bored Tunnel Excavation

The Contract provides for 9,961 linear feet of bored tunnel excavation through soil for the four tunnel drives (A, YL, D & B/C). However, refinements in design and actual conditions encountered have resulted in some variation in the total linear feet bored. Tunnel B/C drive was increased by 492 linear feet to reduce the quantity of open cut construction, reduce railroad impacts and resource requirements and reduce construction durations. Tunnel A drive was reduced by 232 linear feet to mitigate critical and expensive delays to tunneling operations. Tunnel YL drive increased by 11 linear feet to avoid existing catenary foundations. The Tunnel D drive increased by 5 linear feet due to the elimination of the Tunnel D reception pit.

The Contract unit price for TBM tunnel excavation is \$17,750 per linear foot. The Contract provides that the Unit Price of an item shall apply if the actual quantity does not vary above or below 25% of the estimated quantity in the Contract. Because the net increase here is less than 25% of the estimated quantity in the contract, the contract's existing unit price will be utilized causing an increase to the Contract of \$4,899,000 which is considered to be fair and reasonable.

This change will result in no increase to the Program cost as budgets will be adjusted for scope moved in and out of this contract.

Schedule K: Ratification of Completed Procurement Actions

Item Number: 2

Vendor Name (& Location)	
Northeastern Bus Rebuilders, Inc. (Deer Park, NY)	
Description	
Traction Battery Replacement for Orion VII Hybrid Buses	
Contract Term (including Options, if any)	
April 1, 2008 – April 30, 2012	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source	
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
Department of Buses, Darryl C. Irick	

Contract Number	AWO/Modification #
06B9346R	3
Original Amount:	\$ 8,231,510
Prior Modifications:	\$ 0
Prior Budgetary Increases:	\$ 8,200,000
Current Amount:	\$ 16,431,510
This Request:	
NYCT: \$10,459,181	\$ 14,676,323
MTABC: \$4,217,142	(Est.)
% of This Request to Current Amount:	89.3%
% of Modifications (including This Request) to Original Amount:	277.9%

Discussion:

This retroactive modification will exercise the two-year option and extend the contract from May 1, 2012 through April 30, 2014. The contract is for the replacement of lead-acid traction batteries installed on Orion VII Hybrid buses for the Department of Buses (DOB) and MTA Bus Company (MTABC). This purchase contract was competitively solicited, for which two bids were received. An award was made to the low bidder, Northeastern Bus Rebuilders, Inc. (NEBR), for a 3-year term with an option for two additional years to provide scheduled replacement of lead-acid traction batteries on 981 Hybrid buses.

The contractor is required to pick-up and deliver buses from each agency bus depot to the contractor's facility; remove traction battery enclosures (TBE) from the bus roof; remove all traction batteries and properly dispose of them; inspect the TBEs for deterioration or damage; clean the TBE interior; replace or repair missing or defective components or hardware; install new traction batteries in each TBE; record all relevant information regarding new traction batteries; perform the Acceptance Test Protocol (ATP) on each set of new traction batteries (The ATP tests and equalizes the charge across all the traction batteries and verifies that the electronics in both TBEs are working properly.); and reinstall the TBEs on the buses.

DOB and MTABC have 1,677 Hybrid buses which utilize a Hybrid diesel-electric propulsion system that is designed to reduce exhaust emissions and improve fuel economy. The Hybrid propulsion system utilizes a diesel engine driving an electric generator, a traction battery pack to store energy, and an electric traction motor that powers the drive train of the bus. Of the 1,677 Hybrid buses, 981 are equipped with lead-acid traction batteries. Each bus has 46 sealed, roof-mounted lead-acid traction batteries housed in two TBEs, each containing 23 traction batteries. The traction batteries have a lifespan of approximately 2 to 4 years depending on the nature of the bus route, and then must be replaced. The remaining 696 Hybrid buses are equipped with lithium-ion traction batteries, which are under warranty and do not require replacement at this time.

A budget adjustment to increase funding for this contract in the amount of \$8,200,000 was approved on August 7, 2009 in order to cover increased demand for continued replacement of lead-acid batteries on buses servicing outlying depots where buses service less congested routes and are therefore constantly driven at relatively higher speeds. A significantly shorter lifecycle for lead-acid traction batteries (after slightly more than 2 years in service) was experienced on buses servicing such routes. As part of the budget adjustment, NEBR offered a price concession of \$445,000.

The contract was structured with a base and an option. It was structured in this fashion based on the possibility of lithium-ion traction batteries supplanting the need for lead-acid traction batteries in the future. However, lithium-ion traction batteries were found to experience unexpected failures and it was decided against migrating to lithium-ion traction batteries due to many unresolved reliability issues. The current lithium battery packs are going to be reworked by the bus manufacturer to address the reliability issues. Performance assessments of the lithium-ion traction batteries had delayed the decision to exercise this option. Hence, the three-year base contract expiration date was extended from March 31, 2011 to October 31, 2011. The contract was further extended through April 30, 2012 to allow NYC Transit time to determine that the exercise of this option was in NYC Transit's best interest. Based on the outcome of the lithium-ion testing and the approximately \$44K cost per bus for replacement of lithium-ion traction batteries versus approximately \$15K to \$20K cost per bus for replacement of lead-acid traction batteries, it was decided to move forward with exercising the option.

A total of 783 buses underwent replacement of lead acid traction batteries under the base contract and it is anticipated that 877 will undergo replacement of lead acid batteries during this option period. Depending on the buses' duty cycle, a bus may require replacement of lead-acid traction batteries more than once during the term of this contract including the additional option years. The shorter life cycle of lead-acid batteries experienced on buses servicing outlying depots has necessitated an increase in the quantity of buses requiring replacement of lead acid traction batteries from 536 to 877 during the term of this option.

The contract includes a line item for lead-acid traction batteries and a provision where this line item is adjusted (upward/downward) every six months based on a Producer Price Index (PPI) tied to lead-acid batteries. The price per battery under the base contract fluctuated from a high of \$436.23 to a low of \$393.86. The contract also includes a per bus flat rate price for replacement of the traction batteries and two additional line items for hourly labor and material covering miscellaneous work.

Due to the critical need for replacement of lead-acid traction batteries on Hybrid buses and the 3-month lead time required for the batteries, it was necessary to provide NEBR with authorization to place orders for lead-acid traction batteries to cover the first 250 buses scheduled for battery replacement under this option. The value of lead-acid traction batteries needed to cover the first 250 buses is \$3,591,450.

Through negotiations, NEBR offered a price concession in the amount of \$4,540,632 which included a reduction in its flat rate price for the replacement of the traction batteries from \$1,800 to \$1,177 per bus and in the traction battery price from \$411.31 to \$312.30 per battery, which is subject to a price adjustment every six months based on the relative PPI. NEBR's final overall per bus price for this option is 25% below the last per bus price paid under the base contract. The final price for the option has been found to be fair and reasonable and is calculated as follows: (\$312.30/battery x 46 batteries x 877 buses) + (\$1,177 fully loaded labor price per bus x 877 buses) + (\$395/bus for miscellaneous hardware x 877 buses) + (\$698,873 representing 5% contingency for battery price fluctuation).

Schedule H: Modifications to Personal & Miscellaneous Service Contracts



New York City Transit

Item Number: 1

Vendor Name (& Location)	
First Transit, Inc. (Cincinnati, OH)	
Description	
Staffing and operation of the Paratransit Call Center	
Contract Term (including Options, if any)	
April 16, 2004 – May 31, 2012	
Option(s) included in Total Amount?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source	
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
Department of Buses, Darryl C. Irick	

Contract Number	AWO/Modification #
03A8610	4
Original Amount:	\$ 103,596,442
Option Amount:	\$ 21,898,242
Total Amount:	\$ 125,494,684
Prior Modifications:	\$ 23,701,472 (282,058)
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 148,914,098
This Request:	\$ 13,227,955 (Est.)
% of This Request to Current Amount:	8.8%
% of Modifications (including This Request) to Original Amount:	29.4%

Discussion:

This modification will extend the contract for up to an additional six months.

This contract was competitively solicited and awarded to First Transit, Inc. (First Transit) in 2004. First Transit provides the necessary staff to operate an ADA Paratransit Call Center. Staff responsibilities include processing trip requests through advanced reservations, addressing same day service delivery issues, assisting with development and issuance of daily paratransit schedules and providing customer information to Paratransit registrants on a 24-hour basis.

In 2009, Modification #1 was awarded to exercise a contractual option to extend the contract term for two years, from June 1, 2009 through May 31, 2011. The option was exercised to ensure contractor continuity during the implementation of new efficiency measures, such as an Automatic Vehicle Location Monitoring (AVLM) system, which has been successfully accomplished; and Interactive Voice Response (IVR) technology, with an anticipated roll out of fourth quarter 2012. Modification #2, awarded July 2010, memorialized the contractual changes made as a result of the Rapid Procurement Initiative negotiations implemented by the MTA in February 2010, where savings totaling \$282,058 were identified in the areas of staff, overhead and profit. In May 2011, Modification #3 further extended the contract for an additional 12 months, from June 1, 2011 through May 31, 2012 to secure a sufficient amount of time to conduct a competitive solicitation for a replacement contract.

Following exercise of the option, the plan was to conduct a competitive request for proposal (RFP) for a replacement contract. It was believed that Modification #3 would have afforded sufficient time to solicit and review new proposals for the replacement contract, including a cost reduction initiative which included the possibility of relocating the Paratransit Call Center from its current location in Long Island City, NY to an offsite location. However, due to the research involved with potentially implementing an offsite facility (e.g. cost analyses, methods of staffing and operation, disaster recovery, and approach to the cutover of service with a potential new vendor, new site, or both), additional time is required in order to complete the RFP. Thus, NYC Transit is requesting this Modification #4 to extend the contract for up to an additional six months, in the estimated amount of \$13,227,955.

Currently, the RFP process is nearing the negotiations stage which should commence by late April 2012. It is anticipated that Board approval for the replacement contract will be sought in July 2012.

Procurement attempted to secure a price concession but First Transit indicated that any price reduction at this time would adversely affect its current operation and, as a result, pricing will remain firm for the extension period. The final price was found to be fair and reasonable, supported by an analysis of the industry-related Consumer Price Index which showed an escalation of 2.8% based on a 12-month average (February 2011 through February 2012).

Schedule J: Modifications to Miscellaneous Procurement Contracts

Item Number: 7 (Final)

Vendor Name (& Location) Telvent USA, Austin, TX		Contract Number 07-OPS-2809	AWO/Modification #
Description Maintenance and Repair of the Electronic Toll Registry System		Original Amount:	\$28,631,985.00
Contract Term (including Options, if any) August 1, 2008 – July 31, 2012		Prior Modifications:	\$0.00
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Prior Budgetary Increases:	\$1,721,213.60
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		Current Amount:	\$30,353,198.60
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		This Request:	\$15,028,370.00
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		% of This Request to Current Amount:	49.5%
Requesting Dept/Div & Dept/Div Head Name: Operations, James Fortunato		% of Modifications (including This Request) to Original Amount:	58.5%

Discussion:

B&T is seeking Board approval under the All-Agency Procurement Guidelines to modify the contract with Telvent USA (Telvent) to exercise two one-year renewal options in the amount of \$15,028,370 to maintain and repair all the hardware and software components of the Electronic Toll Registry System throughout all B&T facilities.

The contract was awarded to Telvent in August 2008 in the amount of \$28,631,985 for a duration of four years to maintain and repair the Electronic Toll Registry system. The services include the following: (i) performing maintenance necessary due to normal wear and tear and damage to equipment; (ii) establishing and managing an inventory of spare parts; (iii) designing and implementing a preventive maintenance program; and (iv) providing on-call emergency services. The Contract contains two one-year options (years 5 and 6) to renew. In anticipation of the expiration of the contract on July 31, 2012, B&T determined that it would be in its best interest to exercise both one-year options provided the contractor agreed to renegotiate the cost for both option years. Telvent submitted a proposal in the amount of \$12,793,420 for the two years, which reflects the current prevailing wage rates for electronic technicians set by the New York State Department of Labor effective July 1, 2011. The user's estimate based on the original negotiated prices for the two years is \$13,316,919. B&T accepted Telvent's proposal. As a result, the re-negotiated prices are 2.9% and 4.9% lower for years 5 and 6, respectively, compared with the original negotiated prices for those years. Additionally, the renegotiated price for year five is the same price B&T is currently paying for year 4. A savings of \$523,499 will be realized by B&T without reducing any services. The contract includes allowances for incentives, spare parts, software development and additional coverage totaling \$2,234,950 for the two years, increasing the total price of this amendment to \$15,028,370. Based on the above, the negotiated prices for the two one-year renewal options are considered to be fair and reasonable. Funding for this amendment is available in the Operating Budget under General Ledger No. 711420.

Schedule H: Modifications to Personal Service Contracts and Miscellaneous Service Contracts

Item Number: 4 (Final)

Vendor Name (& Location) Parsons Transportation Group of NY, Inc., New York, NY		Contract Number PSC-03-2689	AWO/Modification #
Description Design and Design Services During Construction for Project VN-80, Upper Level Deck Replacement at the Suspended Span of the Verrazano-Narrows Bridge		Original Amount: \$971,618.00	
Contract Term (including Options, if any) December 30, 2003 - November 30, 2012		Prior Modifications: \$11,046,282.72	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Prior Budgetary Increases: \$0.00	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		Current Amount: \$12,017,900.72	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		This Request: \$8,354,051.00	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		% of This Request to Current Amount: 69.5%	
Requesting Dept/Div & Dept/Div Head Name: Engineering & Construction, Joseph Keane P.E., Chief Engineer		% of Modifications (including This Request) to Original Amount: 1997%	

Discussion:

B&T is seeking approval in accordance with the All-Agency Guidelines for Procurement of Services to amend this Contract with Parsons Transportation Group of NY, Inc. (PTG) for Phase C, Design Support Services During Construction and additional design services in the negotiated amount of \$8,354,051.

Previously Approved:

The Contract was planned and structured as a phased contract so that each design phase of Project VN-80 would proceed after the best course of action had been determined. The Contract is divided into three phases: Phase A - Investigation and Design Brief; Phase B - Final Design; and Phase C - Design Support Services During Construction. Initially, only Phase A was negotiated and awarded in an amount of \$971,618 pursuant to Board approval in December 2003. Three amendments totaling \$105,480.53 were subsequently issued in 2005. When it was determined that the upper level deck should be replaced and an orthotropic or concrete grid deck be incorporated in the final design under Phase B, which includes Projects VN-80A (utilities relocation for the upper roadway replacement) and VN-80B (replacement of the upper level deck), Board approval was obtained in November 2005 to amend the contract in the negotiated amount of \$8,485,205.09, revising the contract value to \$9,562,303.62. Several amendments were issued to improve the design and add support services for VN-80, including Board approved amendments in 2007, 2008 and 2011 totaling \$2,455,597.10, resulting in a revised amount of \$12,017,900.72. The contract extends through November 30, 2012.

Current Request for Board Approval:

The prospective amendment totals \$8,354,051 as follows: (i) \$8,108,358 for Phase C- Design Support Services During Construction that include, but are not limited to reviewing shop drawings and document submittals, technical review of any claims, providing technical assistance and support for community outreach, quality assurance and oversight for orthotropic deck fabrication, design of wind mitigation measures and other associated work and (ii) \$245,693 in additional design services authorized by B&T on February 28, 2012 so that modifications to the Staten Island Approaches that were designed under a separate project (including document and drawing review, staging and signing revisions) may be incorporated into the bid documents for this construction project. This contract will be extended through December 31, 2017. Consistent with the Procurement Guidelines, this amendment constitutes a substantial change.

PTG submitted a cost proposal of \$10,739,530 for Phase C and \$245,693 for the additional work. The Engineer's estimate for Phase C is \$8,100,000 and for the additional work is \$246,530. Negotiations resulted in B&T and PTG agreeing to an amount totaling \$8,108,358 for Phase C and \$245,693 for the additional work, which are considered fair and reasonable. Funding is available for this amendment in the 2005-2009 Capital Program under VN-80 for the \$245,693 in additional design services and in the 2010-2014 Capital Program under VN-80 for \$8,108,358 in support services.

Schedule H: Modifications to Personal & Miscellaneous Service Contracts



New York City Transit

Item Number: 1

Vendor Name (& Location)	
Aspect Software, Inc. (Chelmsford, MA)	
Provide hardware and speech recognition software to interface with the Automated Travel Information System	
Contract Term (including Options, if any)	
December 1, 2006 ~ June 30, 2014	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
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:	
Department of Corporate Communications, Paul Fleuranges	

Contract Number	AWO/Modification #:
06L9593/06E9405	4
Original Amount:	\$ 2,851,439
Prior Modifications:	\$ 292,107
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 3,143,546
This Request:	\$ 314,980
	(NTE)
% of This Request to Current Amount:	10.0%
% of Modifications (including This Request) to Original Amount:	21.3%

Discussion:

This modification will provide for the migration of the speech recognition application to a new Interactive Voice Response (IVR) hardware platform; various software and hardware upgrades with corresponding maintenance and training.

In September 1996 the Board approved the award of a separate, competitive contract to Aspect Software, Inc. (Aspect) to furnish, install and maintain an Automatic Call Distributor System (ACD). The ACD is used to route customer calls to customer service representatives regarding travel, MetroCard and general transit information.

To enhance and improve access to travel information using the internet or a telephone, the Board in 2006, approved two major initiatives. First, in July 2006, the Board approved a modification to a non-competitive contract with Trapeze Software Group, Inc. to provide web based trip planning and mapping software (Trip Planner) and interface software to connect an IVR system to the Automated Travel Information System (ATIS). Second, in 2006 the Board approved the award of this non-competitive contract (06L9593/06E9405) to Aspect to provide IVR hardware and speech recognition software to interface with the ACD system and ATIS and enable customers to request and receive travel information using speech in both English and Spanish without any assistance from a NYC Transit customer service agent, plus hardware and software maintenance through June 30, 2014.

This contract required the implementation of the speech recognition software and IVR hardware, including computer servers. However, due to the lack of spare parts, the hardware manufacturer deemed the servers as "end of life" on December 31, 2011. Under this modification, Aspect will move the speech recognition software to a new IVR hardware platform that will be provided to them by NYC Transit; furnish communication software and hardware upgrades for production and development of the speech recognition application software on the new platform, and perform the corresponding training and hardware and software maintenance. As a result of the migration of voice recognition software to NYC Transit servers, the annual cost for hardware and software maintenance under this contract for the Customer Self Service IVR will be reduced by \$31K and contract funds originally approved for future maintenance will be applied to costs for maintenance of the upgraded hardware and software. Further, Aspect has agreed to continue to support the current hardware platform for no cost during the approximate one year migration phase.

Aspect's initial proposal to perform this software migration and support the hardware and software was \$1,033,428. Following extensive negotiations with Aspect, the agreed upon cost is \$559,780 and comprised of \$335,931 for software migration services and \$223,849 for communication hardware and software upgrades, training and corresponding hardware and software maintenance through the end of the contract term. This cost will be offset by the remaining contract balance of \$244,800, thereby resulting in a net cost of this modification of \$314,980. Aspect's pricing is based on the most favorable prices charged to government agencies which reflects discounts off Aspects published GSA pricing for software (29%), professional labor services (11%) and maintenance support rates (13%). Based on these, Aspect's price is deemed fair and reasonable.

Schedule H: Modifications to Personal & Miscellaneous Service Contracts



Capital Construction

Item Number: 1

Vendor Name (& Location)	
Hill International, Inc., LiRo Engineers, Inc., & Henningson Durham & Richardson Architecture and Engineering PC, a Joint Venture (HLH7) (JV) (New York, NY)	
Description	
Consultant Construction Management (CCM) Services for the No. 7 Subway Line Extension Project	
Contract Term (including Options, if any)	
April 23, 2007 – November 22, 2013	
Option(s) Included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
MTA Capital Construction, Dr. Michael Horodniceanu	

Contract Number	AWO/Modification #
CM-1311	6
Original Amount:	
	\$ 35,842,302
Prior Modifications:	
	\$ 1,334,348
Prior Budgetary Increases:	
	\$ 0
Current Amount:	
	\$ 37,176,650
This Request:	
	\$ 21,100,000 (NTE)
% of This Request to Current Amount:	
	56.8%
% of Modifications (including This Request) to Original Amount:	
	62.6%

Discussion:

This modification is for additional Consultant Construction Management (CCM) services and an extension of the contract by an additional 25 months from November 2013 to December 2015.

This contract is for CCM services on the No. 7 Subway Line Extension Project. This project is key to the development of the Hudson Yards area in Manhattan. The Hudson Yards Development Corporation (HYDC) and NYC Transit are the co-lead agencies for this project. This modification will be funded by HYDC.

In April 2007, the base contract for CCM services was awarded to Hill International, Inc., LiRo Engineers, Inc., & Henningson Durham & Richardson Architecture and Engineering P.C., Joint Venture (HLH7). The work for this contract is divided into three stages: Pre-Construction Phase, Construction Phase and Close-out Phase. HLH7 is responsible for a broad scope of project activities ranging from constructability review of design drawings through full time on site construction inspection and management services.

The original construction packaging plan envisioned three large construction contracts. It was subsequently divided into six construction contracts, in order to seek enhanced competition and more favorable pricing. This resulted in considerable project savings. The six construction contracts are: Running Tunnels; Site L Core and Shell; 34th Street Station and Sites A, J, K, & L Finishes; Site J Core and Shell; Site K Core and Shell and 11th Avenue Viaduct; and Site P Core and Shell and Finishes.

This modification will provide for continuous support by a staff of approximately 50 individuals performing CCM services, some of which is 24 hours per day/7days per week, for the remainder of the contract and the 25 month extension period. The staff will provide core and field staffing for supervision of all contracts. At the present time, staffing is at peak and as the project is progressively completed, the staff will diminish accordingly.

HLH7's initial proposal was in the amount of \$26,771,031; MTACC's revised estimate was \$21,163,942. The overhead rates for each of the consultants have increased since the award of the base contract; however, the JV has agreed to hold to the existing contractual overhead that is approximately 25% below their audited rates, resulting in significant cost savings. The consultants have agreed to maintain existing contract labor rates for the balance of the contract term. Thereafter, labor rates will increase less than 1.5% annually beginning in 2014.

HLH7 submitted a BAFO in the amount of \$21,100,000. HLH7's BAFO contained 203,449 total labor hours, with the bulk (191,335) being for the Construction Phase. With the increased construction packages, there is only enough funding to cover services through December 31, 2012. The estimated cost needed to cover the project resulting from the additional CCM services through the final 10 months of the current contract term, January 2013 through November 2013, is \$8,000,000. The cost of the 25 month extension is estimated at \$13,100,000. Savings of \$5,671,031 were achieved when compared to HLH7's initial proposal. The final price was deemed to be fair and reasonable.

Schedule I: Modifications to Purchase and Public Work Contracts



Capital Construction

Item Number: 2

Vendor Name (& Location)	
E.E. Cruz and Tully Construction Company, JV, LLC (Holmdel, NJ)	
Civil, structural, and utility relocation for the Second Avenue Subway route – 96 th Street Station	
Contract Term (including Options, if any)	
May 28, 2009 – June 14, 2013	
Option(s) Included in Total Amount?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
MTA Capital Construction, Dr. Michael Horodniceanu	

Contract Number	AWO/Modification #:
C-26005	113
Original Amount:	\$ 303,883,700
Option 1 Amount:	\$ 17,526,300
Option 2 Amount:	\$ 3,810,000
Total Amount:	\$ 325,000,000
Prior Modifications:	\$ 14,166,195
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 339,166,195
This Request:	\$ 18,000,000
% of This Request to Current Amount:	5.3%
% of Modifications (including This Request) to Total Amount:	9.8%

Discussion:

This modification will increase the Transportation and Disposal (T&D) spoils allowance.

This contract is for civil, structural, and utility relocation work for the new 96th Street Station for the Second Avenue Subway.

The work to be performed under this contract includes: the relocation of utilities; demolition of the existing Century Lumber Building and interior demolition at Astor Terrace Condominium; construction of temporary and permanent Support of Excavation retaining structures including the construction of slurry walls; secant piles and micro pile walls; connection to the existing tunnel north of 99th Street; installation of temporary roadway decking; construction of the 96th Street Station invert slab; and construction of certain station entrance and ancillary building structural elements.

Initial proposals received during the solicitation of Contract C-26005, from the two main proposers under consideration, included lump sum pricing for the trucking and disposal of all spoils ranging from \$25.5M to \$28M. However, the MTACC estimate for this item was \$16M. The variance was due to differing assumptions regarding the soil content as well as the prosecution of the work. As a result, MTACC elected to assume the risk for this item by introducing an allowance for T&D of spoils with payment to be based on competitive pricing obtained by the Contractor. The allowance was established at \$12M with the assumption that a much greater amount of spoils would be classified as less expensive clean fill.

However, actual soil conditions encountered resulted in significantly higher tonnage than was estimated. Additionally, the estimate did not consider the higher cost for T&D of spoils generated during the less efficient utility relocation work and also assumed that the contractor would stockpile excavated spoils on-site, thereby increasing the efficiency of the trucking operation. As a result, actual costs have been significantly higher, prompting the need to increase the allowance. Further, T&D of spoils from various Additional Work Orders totaling approximately \$1M was charged to the allowance item as opposed to being included in the Additional Work Order costs, due to the difficulty of segregating the additional quantities from the Contract quantities.

Based on competitive pricing for trucking and disposal obtained by the Contractor from the lowest of two trucking companies (a DBE) and the remaining quantities of all spoils on the project, an increase of \$18M to the T&D Spoils Allowance is recommended. This recommendation includes agreement of a flat rate unit price of \$60 per ton for all remaining spoils under which the Contractor assumes risk previously assumed by MTACC with the exception of the total quantities of remaining spoils. This represents a savings of \$13.41 (or 18.3%) from the Contractor's initial composite unit price of \$73.41 per ton for this modification and equates to a total savings of approximately \$4 million to the total revised T&D spoils allowance.

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METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan - 2012 Adopted Budget
Consolidated Accrual Statement of Operations by Category
February 2012
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$391.6	\$397.1	\$5.5	1.4	\$0.0	\$0.0	\$0.0	-	\$391.6	\$397.1	\$5.5	1.4
Vehicle Toll Revenue	106.4	112.0	5.6	5.2	0.0	0.0	0.0	-	106.4	112.0	5.6	5.2
Other Operating Revenue	43.7	48.7	5.0	11.6	0.0	0.0	0.0	-	43.7	48.7	5.0	11.6
Capital & Other Reimbursements	0.0	0.0	0.0	-	107.8	100.9	(6.9)	(6.4)	107.8	100.9	(6.9)	(6.4)
Total Revenue	\$541.7	\$657.8	\$16.1	3.0	\$107.8	\$100.9	(\$6.9)	(6.4)	\$649.5	\$658.7	\$9.2	1.4
Expenses												
Labor:												
Payroll	\$339.1	\$338.5	\$0.7	0.2	\$39.9	\$36.2	\$3.7	9.4	\$379.1	\$374.7	\$4.4	1.2
Overtime	38.8	41.6	(2.8)	(7.3)	6.6	8.2	(1.6)	(24.7)	45.4	49.8	(4.5)	(9.8)
Health and Welfare	70.8	68.1	2.6	3.7	4.1	3.6	0.5	12.5	74.8	71.7	3.1	4.2
OPEB Current Payment	34.9	33.0	1.9	5.3	0.0	0.0	0.0	-	34.9	33.0	1.9	5.3
Pensions	48.3	44.4	3.9	8.0	2.3	2.3	(0.1)	(2.4)	50.5	46.7	3.8	7.6
Other Fringe Benefits	42.0	42.0	0.1	0.1	10.9	10.0	0.9	8.6	52.9	51.9	1.0	1.9
Reimbursable Overhead	(24.8)	(25.9)	1.1	4.3	24.8	25.9	(1.1)	(4.3)	0.0	0.0	0.0	38.2
Total Labor Expenses	\$649.1	\$641.7	\$7.3	1.3	\$88.5	\$86.1	\$2.4	2.8	\$637.6	\$627.8	\$9.8	1.5
Non-Labor:												
Electric Power	\$45.6	\$44.6	\$1.1	2.3	\$0.0	\$0.1	(\$0.1)	*	\$45.6	\$44.6	\$1.0	2.2
Fuel	23.7	24.1	(0.4)	(1.7)	0.0	0.0	0.0	0.0	23.7	24.1	(0.4)	(1.7)
Insurance	1.2	(0.2)	1.4	*	0.6	0.5	0.1	12.5	1.8	0.3	1.5	81.1
Claims	17.0	17.3	(0.4)	(2.1)	0.0	0.0	0.0	-	17.0	17.3	(0.4)	(2.1)
Paratransit Service Contracts	30.9	28.1	2.8	9.1	0.0	0.0	0.0	-	30.9	28.1	2.8	9.1
Maintenance and Other Operating Contracts	41.1	36.6	4.5	10.9	5.5	5.9	(0.4)	(6.5)	46.7	42.5	4.1	8.8
Professional Service Contracts	19.6	15.7	3.8	19.5	2.6	0.6	2.0	75.8	22.2	15.4	5.8	26.1
Materials & Supplies	43.2	37.5	5.6	13.1	10.2	7.3	2.9	28.4	53.3	44.8	8.5	16.0
Other Business Expenses	11.9	8.9	3.1	25.7	0.4	0.4	(0.1)	(14.2)	12.3	9.3	3.0	24.5
Total Non-Labor Expenses	\$234.2	\$212.7	\$21.5	9.2	\$19.3	\$14.9	\$4.5	23.1	\$253.5	\$227.5	\$26.0	10.3
Other Expense Adjustments:												
Other	2.8	1.2	1.6	56.9	0.0	0.0	0.0	-	2.8	1.2	1.6	56.9
General Reserve	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-
Total Other Expense Adjustments	\$2.8	\$1.2	\$1.6	56.9	\$0.0	\$0.0	\$0.0	-	\$2.8	\$1.2	\$1.6	56.9
Total Expenses before Non-Cash Liability Adjs.	\$786.1	\$755.6	\$30.5	3.9	\$107.8	\$100.9	\$6.9	6.4	\$894.0	\$856.6	\$37.4	4.2
Depreciation	175.8	171.4	4.4	2.5	0.0	0.0	0.0	-	175.8	171.4	4.4	2.5
OPEB Obligation	27.2	22.4	4.8	17.5	0.0	0.0	0.0	-	27.2	22.4	4.8	17.5
Environmental Remediation	0.2	0.2	0.0	0.2	0.0	0.0	0.0	-	0.2	0.2	0.0	0.2
Total Expenses	\$989.2	\$949.6	\$39.6	4.0	\$107.8	\$100.9	\$6.9	6.4	\$1,097.1	\$1,050.6	\$46.5	4.2
Net Surplus/(Deficit) excluding Subsidies and Debt Service	(\$447.5)	(\$391.9)	\$55.7	12.4	\$0.0	\$0.0	\$0.0	-	(\$447.5)	(\$391.9)	\$55.7	12.4
Subsidies	362.9	338.5	(24.4)	(6.7)	0.0	0.0	0.0	-	362.9	338.5	(24.4)	(6.7)
Debt Service	183.3	171.2	12.1	6.6	0.0	0.0	0.0	-	183.3	171.2	12.1	6.6

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

* Variance exceeds 100%.

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan - 2012 Adopted Budget
Consolidated Accrual Statement of Operations by Category
February Year-to-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$788.3	\$795.5	\$7.1	0.9	\$0.0	\$0.0	\$0.0	-	\$788.3	\$795.5	\$7.1	0.9
Vehicle Toll Revenue	218.3	225.6	7.3	3.3	0.0	0.0	0.0	-	218.3	225.6	7.3	3.3
Other Operating Revenue	87.5	93.0	5.5	6.3	0.0	0.0	0.0	-	87.5	93.0	5.5	6.3
Capital & Other Reimbursements	0.0	0.0	0.0	-	217.0	194.1	(22.9)	(10.5)	217.0	194.1	(22.9)	(10.5)
Total Revenue	\$1,094.1	\$1,114.1	\$20.0	1.8	\$217.0	\$194.1	(\$22.9)	(10.5)	\$1,311.1	\$1,308.2	(\$2.9)	(0.2)
Expenses												
Labor:												
Payroll	\$698.9	\$696.1	\$2.8	0.4	\$80.4	\$72.9	\$7.5	9.3	\$779.3	\$769.0	\$10.3	1.3
Overtime	78.1	88.8	(10.7)	(13.7)	13.2	15.3	(2.1)	(16.2)	91.2	104.1	(12.9)	(14.1)
Health and Welfare	142.6	138.1	4.5	3.1	8.3	7.4	0.9	10.9	150.8	145.5	5.3	3.5
OPEB Current Payment	70.0	66.2	3.8	5.5	0.0	0.0	0.0	-	70.0	66.2	3.8	5.5
Pensions	98.0	89.0	9.0	9.2	4.6	4.9	(0.3)	(6.0)	102.6	93.9	8.7	8.5
Other Fringe Benefits	87.5	87.0	0.5	0.5	21.7	19.5	2.2	10.1	109.2	106.6	2.7	2.5
Reimbursable Overhead	(49.6)	(47.1)	(2.4)	(4.9)	49.6	47.2	2.3	4.7	0.0	0.1	(0.1)	-
Total Labor Expenses	\$1,125.4	\$1,118.0	\$7.4	0.7	\$177.8	\$167.3	\$10.5	5.9	\$1,303.2	\$1,285.3	\$17.9	1.4
Non-Labor:												
Electric Power	\$88.2	\$87.0	\$1.2	1.4	\$0.0	\$0.1	(\$0.1)	*	\$88.2	\$87.1	\$1.1	1.3
Fuel	48.3	46.7	1.5	3.2	0.0	0.0	(0.0)	(25.0)	48.3	46.8	1.5	3.1
Insurance	3.1	(0.6)	3.6	*	1.2	1.1	0.1	6.5	4.3	0.6	3.7	86.6
Claims	34.0	35.5	(1.5)	(4.4)	0.0	0.0	0.0	-	34.0	35.5	(1.5)	(4.4)
Paratransit Service Contracts	62.0	61.5	0.5	0.8	0.0	0.0	0.0	-	62.0	61.5	0.5	0.8
Maintenance and Other Operating Contracts	82.2	68.8	13.4	16.3	10.9	8.5	2.4	21.9	93.1	77.3	15.8	16.9
Professional Service Contracts	40.6	33.1	7.5	18.5	4.8	2.0	2.8	59.1	45.4	35.0	10.4	22.8
Materials & Supplies	82.6	76.8	5.8	7.0	21.4	14.3	7.1	33.2	103.9	91.0	12.9	12.4
Other Business Expenses	24.5	22.0	2.5	10.3	0.8	0.8	(0.0)	(1.7)	25.3	22.8	2.5	9.9
Total Non-Labor Expenses	\$465.3	\$430.7	\$34.6	7.4	\$39.2	\$26.8	\$12.4	31.5	\$504.5	\$467.6	\$46.9	9.3
Other Expense Adjustments:												
Other	5.7	2.5	3.1	55.1	0.0	0.0	0.0	-	5.7	2.5	3.1	55.1
General Reserve	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-
Total Other Expense Adjustments	\$5.7	\$2.5	\$3.1	55.1	\$0.0	\$0.0	\$0.0	-	\$5.7	\$2.5	\$3.1	55.1
Total Expenses before Non-Cash Liability Adjs.	\$1,596.4	\$1,551.3	\$45.1	2.8	\$217.0	\$194.1	\$22.9	10.5	\$1,813.4	\$1,745.4	\$68.0	3.7
Depreciation	350.5	342.5	8.0	2.3	0.0	0.0	0.0	-	350.5	342.5	8.0	2.3
OPEB Obligation	54.4	47.2	7.2	13.2	0.0	0.0	0.0	-	54.4	47.2	7.2	13.2
Environmental Remediation	0.3	0.3	0.0	0.2	0.0	0.0	0.0	-	0.3	0.3	0.0	0.2
Total Expenses	\$2,001.6	\$1,941.3	\$60.3	3.0	\$217.0	\$194.1	\$22.9	10.5	\$2,218.6	\$2,135.5	\$83.1	3.7
Net Surplus/(Deficit) excluding Subsidies and Debt Service	(\$907.5)	(\$827.2)	\$80.3	8.8	\$0.0	\$0.0	(\$0.0)	-	(\$907.5)	(\$827.2)	\$80.3	8.8
Subsidies	648.7	553.0	(95.7)	(14.8)	0.0	0.0	0.0	-	648.7	553.0	(95.7)	(14.8)
Debt Service	366.6	353.9	12.7	3.5	0.0	0.0	0.0	-	366.6	353.9	12.7	3.5

- Results are preliminary and subject to audit review.

- Differences are due to rounding.

* Variance exceeds 100%

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Generic Revenue or Expense Category	Nonreimb or Reimb	February		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
Farebox Revenue	NR	5.5	1.4	The LIRR, MNR, NYCT and MTA Bus had favorable variances of \$2.8M, \$1.6M, \$0.5M and \$0.5M, respectively, primarily due to higher-than-forecasted ridership which was aided by favorable weather and higher NYC employment.	7.1	0.9	The LIRR, MNR and MTA Bus had favorable variances of \$4.4M, \$3.6M and \$0.6M, respectively, primarily due to higher-than-forecasted ridership which was aided by favorable weather and higher NYC employment. These results were partially offset by an unfavorable variance of (\$1.4M) at NYCT due to lower-than-budgeted ridership, particularly in Buses.
Vehicle Toll Revenue	NR	5.6	5.2	The favorable variance was due to higher traffic resulting primarily from the favorable weather and higher NYC employment.	7.3	3.3	The favorable variance was due to higher traffic resulting primarily from the favorable weather and higher NYC employment.
Other Operating Revenue	NR	5.0	11.6	The LIRR was favorable by \$3.4M due to higher rental and advertising revenue along with a rental technical adjustment. MNR was favorable by \$0.8M as a result of higher GCT retail revenues, the timing of advertising proceeds and commissary revenue. MTA Bus was \$0.3M favorable due to greater insurance recoveries and student fare reimbursements. The favorable outcome of \$0.3M at B&T was primarily due to higher E-ZPass administrative fees and cash receipts from vendor settlements.	5.5	6.3	FMTAC was favorable by \$3.8M due to a positive shift in the market value of the invested asset portfolio. MNR was \$1.0M favorable due to higher net GCT retail revenues and commissary sales as well as the timing of parking and advertising revenues. MTA Bus was \$0.5M favorable due to greater insurance recoveries and student fare reimbursements. The LIRR was \$0.5M favorable due to higher rental and advertising revenue. MTA HQ was \$0.3M favorable due to the timing of sales revenue at the Transit Museum. Partially offsetting these results was an unfavorable variance of (\$0.9M) at NYCT mostly due to lower advertising and paratransit Urban Tax revenues as well as lower Transit Adjudication Bureau (TAB) fees.
Payroll	NR	0.7	0.2	B&T, MTA HQ and MNR had favorable variances of \$1.0M, \$0.6M and \$0.5M, respectively, primarily due to vacancies. The LIRR had a favorable variance of \$0.8M primarily due to a shift of the engineering work force to project activity, vacant craft positions, lower penalty payments and lower retiree payments. These results were partially offset by an unfavorable variance at NYCT of (\$1.3M) primarily due to reimbursable payroll underruns. MTA Bus had an unfavorable variance of (\$1.1M) primarily due to higher-than-budgeted accruals of inter-agency charges.	2.8	0.4	MTA HQ, B&T and MNR had favorable variances of \$1.7M, \$1.4M and \$1.2M, respectively, primarily due to vacancies. The LIRR had a favorable variance of \$1.4M primarily due to a shift of the engineering work force to project activity, vacant craft positions, lower penalty payments and lower retiree payments. These results were partially offset by an unfavorable variance at MTA Bus of (\$3.2M) primarily due to higher-than-budgeted accruals.
Overtime	NR	(2.8)	(7.3)	The unfavorable outcome of (\$2.6M) at NYCT was due to additional requirements for signals inspection/maintenance, bus maintenance and low employee availability/higher vacancy coverage. At MTA HQ, the unfavorable outcome of (\$0.8M) reflects the timing of reimbursements for directed patrol. MTA Bus was (\$0.6M) unfavorable due to the residual effects of the bus maintenance program along with higher vacancy coverage. These results were partially offset by favorable outcomes of: \$0.8M at MNR due to favorable weather conditions which reduced the need for right-of-way and unscheduled car fleet maintenance on the older New Haven Line car fleet; \$0.3M at B&T due to lower unscheduled vacancy/absentee coverage, safety and weather-related overtime, and \$0.2M at the LIRR due to lower maintenance and weather-related overtime. (see Overtime Decomposition Report for more details)	(10.7)	(13.7)	NYCT was (\$8.7M) unfavorable mainly due to the unfavorable timing of "banked" overtime payments to represented employees, and additional requirements for signals inspection/maintenance, bus maintenance and lower employee availability/higher vacancy coverage. At MTA HQ, the unfavorable outcome of (\$1.6M) reflects the timing of reimbursements for directed patrol. MTA Bus was (\$1.3M) unfavorable due to the residual effects of the bus maintenance program along with vacancies. The LIRR was (\$0.9M) unfavorable due to higher open job coverage and rates. Partially offsetting these results were favorable outcomes of \$0.9M at both MNR and B&T, primarily resulting from lower overtime requirements attributable to favorable weather conditions. (see Overtime Decomposition Report for more details)

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Generic Revenue or Expense Category	Nonreimb or Reimb	February		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
Health and Welfare	NR	2.6	3.7	Lower rates and vacancies were primarily responsible for favorable variances of \$0.8M at the LIRR, \$0.5M at MNR, \$0.3M at NYCT, B&T and MTA HQ and \$0.2M at MTA Bus.	4.5	3.1	Lower rates and vacancies were primarily responsible for favorable variances of \$1.7M at the LIRR, \$1.5M at MNR, \$1.0M at B&T, \$0.6M at MTA HQ and \$0.2M at SIR. Partially offsetting these results was an unfavorable variance of (\$0.5M) at NYCT.
OPEB - Current Payment	NR	1.9	5.3	Lower rates and fewer retirees were responsible for favorable variances of \$1.0M at NYCT, \$0.6M at the LIRR, and \$0.3M at B&T.	3.8	5.5	Lower rates and fewer retirees were responsible for favorable variances of \$2.6M at NYCT, \$1.0M at the LIRR, and \$0.4M at B&T. These results were partially offset by an unfavorable variance of (\$0.3M) at MNR due to a higher number of retirees.
Pensions	NR	3.9	8.0	MTAHQ was \$2.1M favorable due to lower expenses for MTA Police pensions. NYCT was \$1.1M favorable due to the timing of MaBSTOA expenses. MTA Bus was \$0.4M favorable reflecting a third party reassessment. The LIRR's favorable result of \$0.3M was due to timing.	9.0	9.2	MTAHQ was \$4.5M favorable due to lower expenses for MTA Police pensions. NYCT was \$3.2M favorable due to the timing of MaBSTOA expenses. The LIRR's favorable result of \$0.8M was due to timing. MTA Bus was \$0.4M favorable reflecting a third party reassessment.
X 1 - 4 Other Fringe Benefits	NR	0.1	0.1	MNR was \$1.2M favorable primarily due to lower-than-projected Federal Employers Liability Act (FELA) indemnity and medical payments. The LIRR was \$0.6M favorable primarily due to lower rates and vacancies. Partially offsetting these results was an unfavorable variance at NYCT of (\$1.6M) primarily due to reduced overhead credits resulting from reimbursable underruns.	0.5	0.5	MNR was \$1.9M favorable primarily due to lower-than-projected Federal Employers Liability Act (FELA) indemnity and medical payments. The LIRR was \$1.7M favorable primarily due to a reclassification adjustment with Claims, lower rates and vacancies. Partially offsetting these results was an unfavorable variance at NYCT of (\$2.7M) primarily due to reduced overhead credits resulting from reimbursable underruns. MTA HQ was unfavorable by (\$0.3M) primarily due to the timing of FICA expenses.
Reimbursable Overhead	NR	1.1	4.3	MTA HQ was \$1.4M favorable due to the timing of expense recovery billings. NYCT was \$0.4M favorable due to higher overhead credits. These results were partially offset by unfavorable outcomes of (\$0.3M) at MNR and the LIRR - reflective of lower activity on capital projects.	(2.4)	(4.9)	MTA HQ was (\$0.9M) unfavorable due to lower expense recovery billings. Other unfavorable results were largely attributable to lower project activity; (\$0.5M) at MNR and (\$0.4M) at both the LIRR and NYCT.
Electric Power	NR	1.1	2.3	The overall favorable outcome primarily reflects the impact of lower rates, consumption and the timing of adjustments: \$2.2M at the LIRR, \$1.5M at MNR, and \$0.3M at B&T. MTA HQ was \$1.0M favorable primarily due to a misclassification with the Fuel account that will be adjusted in the next period. These favorable outcomes were partially offset by an unfavorable result of (\$4.0M) at NYCT due to timing and higher prices.	1.2	1.4	The overall favorable outcome primarily reflects the impact of lower rates, consumption and the timing of adjustments: \$2.7M at MNR, \$1.8M at the LIRR, and \$0.5M at B&T. MTA HQ was \$1.4M favorable primarily due to a misclassification with the Fuel account that will be adjusted next period. These favorable outcomes were partially offset by an unfavorable result of (\$5.2M) at NYCT due to timing and higher prices.
Fuel	NR	(0.4)	(1.7)	MTA HQ was (\$1.7M) unfavorable primarily due to a misclassification with the electric power account that will be adjusted in the next period. NYCT was \$0.8M favorable primarily due to lower heating fuel expenses (due to the mild winter) and timing. MNR was favorable by \$0.3M primarily due to lower diesel fuel consumption and lower heating fuel expenses.	1.5	3.2	NYCT was favorable by \$1.7M primarily due to lower heating fuel expenses (due to the mild winter). MNR and the LIRR were favorable by \$1.0M and \$0.3M, respectively, primarily due to lower consumption. B&T was favorable by \$0.4M. Partially offsetting these results was an unfavorable variance of (\$1.9M) at MTA HQ primarily due to a misclassification with the electric power account that will be adjusted in the next period.

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Generic Revenue or Expense Category	Nonreimb or Reimb	February		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
Insurance	NR	\$ 1.4	% *	Timing was primarily responsible for favorable variances at FMTAC and NYCT of \$1.2M and \$0.6M, respectively, and an unfavorable variance at MTA HQ of (\$0.4M). Other Agency variances were minor.	\$ 3.6	% *	MTA HQ was favorable by \$2.8M primarily due to a prior period adjustment. Timing was primarily responsible for the favorable variance at NYCT of \$1.2M. B&T was favorable by \$0.3M primarily due to lower-than-budgeted liability insurance premiums. Partially offsetting these results was an unfavorable variance at FMTAC of (\$0.7M) due to timing.
Claims	NR	(0.4)	(2.1)	FMTAC was unfavorable by (\$1.2M) due to an increase in required reserves. This outcome was partially offset by a favorable result of \$0.9M at the LIRR due to timing.	(1.5)	(4.4)	FMTAC was unfavorable by (\$1.9M) due to an increase in required reserves. This outcome was offset by a favorable result of \$0.3M at the LIRR due to timing.
Paratransit Service Contracts	NR	2.8	9.1	The favorable outcome at NYCT was mostly due to the diversion of riders to lower cost taxis and vouchers.	0.5	0.8	The favorable outcome at NYCT was mostly due to the diversion of riders to lower cost taxis and vouchers.
Maintenance and Other Operating Contracts	NR	4.5	10.9	MNR was \$2.2M favorable due to the timing of locomotive overhauls and track, building & equipment maintenance and lower expenditures for Harlem River Lift Bridge repairs. The LIRR was \$1.8M favorable largely due to the timing of expenses for joint facilities, telephone/data services, emergency bussing and vegetation management. B&T was \$0.6M favorable primarily due to lower expenses for major maintenance and painting. NYCT was \$0.5M favorable mainly due to timing. MTAHQ was (\$0.4M) unfavorable due to higher maintenance and repair charges for Facility Management and 2 Broadway.	13.4	16.3	NYCT was \$5.5M favorable mainly due to the timing of building maintenance expenses. MNR was \$2.8M favorable due to the timing of locomotive overhauls and track, building and equipment maintenance and lower expenditures for the Harlem River Lift Bridge repairs. The LIRR was \$2.3M favorable largely due to the timing of security initiatives, emergency bussing, rubbish removal, telephone/data services and plant maintenance services. MTAHQ was \$1.4M favorable due to lower maintenance and repair charges for Facility Management, 2 Broadway, the EJT Group and IESS. B&T was \$1.3M favorable primarily due to lower expenses for vehicle purchases, security, E-ZPass Customer Service Center and telephone services.
Professional Service Contracts	NR	3.8	19.5	The LIRR was \$1.7M favorable primarily due to the timing of IT initiatives and MTA chargebacks. NYCT was \$1.1M favorable mainly due to the timing of Worker's Compensation Board expenses. B&T was \$0.9M favorable primarily due to lower expenditures for planning studies, engineering services and office equipment and repair services. MTA HQ was \$0.4M favorable primarily due to timing. Partially offsetting these results was an unfavorable variance of (\$0.3M) at MNR primarily due to higher costs for IT consultants and bridge inspections.	7.5	18.5	MTA HQ was \$2.8M favorable primarily due to the timing of various professional services expenses. The LIRR was \$2.2M favorable primarily due to the timing of IT initiatives. B&T was \$1.9M favorable primarily due to lower expenditures for planning studies, office equipment and repair services, IT consultants, MTA chargebacks, engineer services, procurement credit card purchases and medical services. NYCT was \$0.4M favorable.

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Generic Revenue or Expense Category	Nonreimb or Reimb	February		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
Materials & Supplies	NR	5.8	13.1	The favorable result of \$4.3M at NYCT was largely attributable to the timing of vehicle and non-vehicle maintenance material requirements. At MNR the favorable result of \$1.1M reflects timing differences for the purchase of rolling stock parts & supplies, radio equipment, and inventory valuation adjustments. Other agency variances were minor.	5.8	7.0	At MNR the favorable result of \$3.0M reflects timing differences and lower usage due to mild winter weather for the purchase of rolling stock parts & supplies as well as favorable inventory valuation adjustments. The LIRR's favorable variance of \$1.2M was primarily due to the timing of corporate inventory adjustments, lower usage of running repair material in the Support Shops (AC and Wheel), delayed diesel fleet Reliability Centered Maintenance and fleet modification initiatives. The favorable outcome of \$0.8M at NYCT was largely attributable to the timing of vehicle and non-vehicle maintenance material requirements. B&T and SIR were favorable by \$0.5M and \$0.4M, respectively, both due to timing.
Other Business Expenses	NR	3.1	25.7	MTAHQ was \$2.1M favorable primarily due to the timing of marketing promotions and advertising. NYCT was favorable by \$0.5M due to underruns in MetroCard Vending Machine (MVM) debit/credit card charges. MNR was \$0.4M favorable due to a misclassification of expenses with Other Fringe Benefits and higher Amtrak recoveries. FMTAC was \$0.3M favorable primarily due to lower-than-budgeted general & administrative and safety loss control expenses. Partially offsetting these results was an unfavorable variance at B&T of (\$0.3M) due to higher-than-budgeted expenses for credit card fees.	2.5	10.3	NYCT was favorable by \$1.0M due to underruns in MVM debit/credit card charges. MTA HQ was favorable by \$0.6M primarily due to the timing of marketing promotions and advertising. FMTAC was \$0.5M favorable primarily due to lower-than-budgeted general & administrative and safety loss control expenses. The LIRR was favorable by \$0.2M due to timing.
Other Expense Adjustments	NR	1.6	56.9	Variance due to the timing of expenses.	3.1	55.1	Variance due to the timing of expenses.
Depreciation	NR	4.4	2.5	Timing differences in project completions and assets reaching beneficial use resulted in favorable variances of \$2.4M at NYCT, \$1.9M at the LIRR, and \$0.2M at B&T, and an unfavorable variance of (\$0.2M) at MTA Bus.	8.0	2.3	Timing differences in project completions and assets reaching beneficial use resulted in favorable variances of \$3.9M at the LIRR, \$3.7M at NYCT, \$0.3M at B&T, and \$0.2M at MTA HQ.
Other Post-Employment Benefits	NR	4.8	17.5	The GASB adjustment reflects the value associated with the unfunded accrued liability for post employment benefits.	7.2	13.2	The GASB adjustment reflects the value associated with the unfunded accrued liability for post employment benefits.
Capital & Other Reimbursements	R	(6.9)	(6.4)	Timing was primarily responsible for the overall unfavorable variance.	(22.9)	(10.5)	Timing was primarily responsible for the overall unfavorable variance.
Payroll	R	3.7	9.4	The overall favorable variance was primarily due to the timing of project activity.	7.5	9.3	The overall favorable variance was primarily due to the timing of project activity. Partially offsetting these results was an unfavorable variance at MTACC of (\$0.2M) primarily due to personnel reclassification and payroll adjustments.

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X1-7

Generic Revenue or Expense Category	Nonreimb or Reimb	February				YEAR-TO-DATE			
		Favorable (Unfavorable)		Reason for Variance	Favorable (Unfavorable)		Reason for Variance		
		\$	%		\$	%			
Overtime	R	(1.6)	(24.7)	Higher project activity during the period resulted in an unfavorable variance of (\$1.6M) at NYCT due to additional track work and power-related requirements.	(2.1)	(16.2)	Higher project activity during the period resulted in unfavorable variances of (\$2.0M) at NYCT due to additional track work and power-related requirements and (\$0.3M) at MNR due to work being performed on nights and weekends resulting from track availability and operations constraints related to the East Side Access and Danbury Branch Signal projects.		
Health and Welfare	R	0.5	12.5	NYCT had a favorable variance of \$0.5M due to timing. Other agency variances were minor.	0.9	10.9	NYCT had a favorable variance of \$0.6M due to timing. Other agency variances were minor.		
Pensions	R	(0.1)	(2.4)	Minor Variance.	(0.3)	(6.0)	Minor Variance.		
Other Fringe Benefits	R	0.9	8.6	NYCT had a favorable variance of \$0.9M primarily due to lower direct overhead expenses resulting from reimbursable payroll underruns. Other agency variances were minor.	2.2	10.1	NYCT had a favorable variance of \$2.4M primarily due to lower direct overhead expenses resulting from reimbursable payroll underruns. Partially offsetting this result was an unfavorable variance at MNR of (\$0.2M) due to higher project activity. Other agency variances were minor.		
Reimbursable Overhead	R	(1.1)	(4.3)	The timing of expense recovery billings resulted in an unfavorable (\$1.4M) variance at MTA HQ. Lower-than-budgeted project activity resulted in a favorable (\$0.4M) variance at NYCT. These results were partially offset by favorable outcomes of \$0.3M at both MNR and the LIRR.	2.3	4.7	The timing of expense recovery billings resulted in a favorable \$0.9M variance at MTA HQ. Lower-than-budgeted project activity resulted in favorable outcomes of \$0.4M at the LIRR, MNR, and NYCT.		
Electric Power	R	(0.1)	*	Agency variances were minor.	(0.1)	*	Agency variances were minor.		
Insurance	R	0.1	12.5	Agency variances were minor.	0.1	6.5	Agency variances were minor.		
Maintenance and Other Operating Contracts	R	(0.4)	(6.5)	NYCT was (\$0.7M) unfavorable primarily due to the timing of non-vehicle maintenance expenses. The LIRR was (\$0.5M) unfavorable primarily due to the timing of project activity. Partially offsetting these results was a favorable variance of \$0.8M at MNR primarily due to lower activity on Phase 2 of the Port Jervis Reconstruction project.	2.4	21.9	MNR was favorable by \$3.0M primarily due to lower activity on phase 2 the Port Jervis Reconstruction project and the timing of expenses for ferry operations, the NHL Concrete Tie Program and Mail & Ride. Partially offsetting this result was an unfavorable variance of (\$0.6M) at the LIRR primarily due to the timing of project activity.		
Professional Service Contracts	R	2.0	75.8	Results reflect overall favorable timing differences in data center charges at NYCT (\$2.2M), professional services at MTA CC (\$0.3M), and MTA HQ (\$0.2M). These results were partially offset by an unfavorable variance of (\$0.6M) at MNR due to higher activity on the West Haven Station project.	2.8	59.1	Results reflect overall favorable timing differences in data center charges at NYCT (\$2.9M), professional services at MTA HQ (\$0.6M), and MTA CC (\$0.5M). These results were partially offset by an unfavorable variance of (\$1.1M) at MNR primarily due to higher activity on the West Haven Station project and higher M-8 car project consultant costs.		

METROPOLITAN TRANSPORTATION AUTHORITY
FEBRUARY FINANCIAL PLAN - 2012 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
February 2012
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	February		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
Materials & Supplies	R	2.9	28.4	MNR was \$2.2M favorable reflecting lower project activity on the Danbury Branch Signal System. The LIRR had a favorable variance of \$1.0M due to the timing of project activity and payments for project material. These results were partially offset by an unfavorable variance of (\$0.3M) at NYCT due to the timing of non-vehicle maintenance material requirements.	7.1	33.2	MNR was \$6.5M favorable, reflecting lower project activity on the Danbury Branch Signal System, NH Rail Yard - Component Change Out Shop and the Replacement of 3rd Rail Sectionalized Switches. The LIRR had a favorable variance of \$2.2M due to the timing of project activity and payments for project material. These results were partially offset by an unfavorable variance of (\$1.4M) at NYCT due to the timing of non-vehicle maintenance material requirements.
Other Business Expenses	R	(0.1)	(14.2)	Agency variances were minor.	(0.0)	(1.7)	Agency variances were minor.
Subsidies	NR	(24.4)	(6.7)	The unfavorable variance of \$24.4 million for February was due primarily to lower-than-budgeted Payroll Mobility Tax (PMT) transactions (\$12.1 million), lower CDOT (\$6.6 million), lower City Subsidy to MTA Bus (\$4.4 million) due to timing, and lower Agency expenses.	(95.7)	(14.8)	The unfavorable year-to-date variance of \$95.7 million was mostly due to lower than expected PMT transactions (\$74.1 million), lower accruals for City Subsidy to MTA Bus (\$9.4 million), lower CDOT (\$8.5 million) due to timing, and lower Agency expenses.
Debt Service	NR	12.1	6.6	The favorable variance of \$12.1 million was mainly due to timing of debt service deposits, lower than budgeted variable rates and timing of interest payments for commercial paper.	12.7	3.5	The favorable variance of \$12.7 million was mainly due to timing of debt service deposits, lower than budgeted variable rates and timing of interest payments for commercial paper.

OVERTIME REPORTING

February 2012

The following table reflects consolidated results of overtime on the basis of hours and costs. The information presented has been categorized into scheduled and unscheduled overtime. Please see Agency reports for details, which are located in operating committee agendas within their financial reporting section.

The MTA has completed its review of ways to improve overtime reporting and has developed a new table and modified definitions that will be used beginning with March's results. In the meantime, an abbreviated table (see attached) is being used that compares the Adopted Budget against actuals on a total basis for Non-Reimbursable Scheduled and Unscheduled, and Reimbursable overtime.

Below is a summary of the major consolidated variances for February 2012 (month and year-to-date).

2012 OVERTIME REPORTING - PRELIMINARY FEBRUARY RESULTS (NON-REIMBURSABLE)

Month

Total overtime was \$2.8M, or 7%, unfavorable to budget primarily reflecting unscheduled overtime.

Scheduled

Overall scheduled overtime was \$2.0M, or 12%, favorable to budget. NYCT was \$1.0M favorable mostly due to lower requirements for the operation of buses. MNR was \$0.4M favorable due to lower right-of-way repairs and car fleet maintenance. The LIRR, MTA Bus, and B& T were favorable by \$0.3M, \$0.3M and \$0.1M, respectively.

Unscheduled

Overall unscheduled overtime was \$4.8M, or 23%, unfavorable to budget. NYCT was \$3.6M, or 30%, unfavorable due to additional requirements for signals inspection/maintenance, bus maintenance, and lower employee availability/higher vacancy coverage. MTA Bus was \$0.9M, or 69%, unfavorable due to higher vacancy and absentee coverage as well as greater work required for the enhanced inspection/maintenance program. The objective of this program, which started in late 2011 and ended in March, 2012, was to increase and improve overall bus reliability and performance (MDBF). MTA HQ was \$0.8M, or 110%, unfavorable due to increased spending for directed patrol, additional grant-financed coverage, and increased coverage provided to the commuter railroads (all of which are reimbursable). The LIRR was virtually on budget (\$0.1M, or 3%, unfavorable) as overruns in vacancy/absentee coverage were mostly offset by lower spending attributable to the mild winter weather and increased management oversight over maintenance overtime. Partially offsetting these results were favorable variances attributable, in part, to the mild weather: \$0.4M at MNR due to lower coverage for weather emergencies and traction motor maintenance; and \$0.2M at B&T due to lower coverage for weather emergencies and vacancy/absentee coverage.

OVERTIME REPORTING February 2012

Year-to-Date

Scheduled

Overall scheduled overtime was \$2.9M, or 8%, favorable to budget. NYCT was \$1.6M favorable resulting from less coverage required to operate buses. MNR was \$0.6M favorable due to lower right-of-way repairs and car fleet maintenance. MTA Bus, the LIRR, and B&T were favorable by \$0.4M, \$0.2M, and \$0.1M, respectively.

Unscheduled

Overall unscheduled overtime was \$13.6M, or 32%, unfavorable to budget. NYCT was \$10.3M, or 43%, unfavorable to budget primarily due to the timing of "Banked" overtime payments to represented employees, and additional requirements for signals inspection/maintenance, bus maintenance, and lower employee availability/higher vacancy coverage. MTA Bus was \$1.7M, or 64%, unfavorable due to higher vacancy and absentee coverage as well as accelerated work performed as part of the bus maintenance campaign to increase bus reliability and performance. MTA HQ was \$1.6M, or 110%, unfavorable due to overtime worked for directed patrol, additional grant coverage, and the commuter railroads (all of which are reimbursable). The LIRR was \$1.1M, or 15%, unfavorable due to higher vacancy coverage in the Maintenance of Equipment Department and lower availability in the Transportation Department for engineers and train service positions. Partially offsetting these results were favorable variances attributable, in part, to the mild weather: \$0.8M at B&T due to lower coverage for weather emergencies, lower requirements for vacancy coverage, and efficiencies in law enforcement-related overtime; and \$0.3M at MNR due to lower coverage for weather emergencies and traction motor maintenance.

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan - 2012 Adopted Budget
2012 Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

NON-REIMBURSABLE OVERTIME	February						February Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./Unfav)		Adopted Budget		Actuals		Var. - Fav./Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
Total Scheduled	489,022	\$17.3	446,657	\$15.3	42365 8.7%	\$2.0 11.5%	997,431	\$35.3	932,858	\$32.4	64,575 6.5%	\$2.9 8.3%
Total Unscheduled	568,338	\$21.4	696,975	\$29.2	(128,637) -22.6%	(\$4.8) -22.5%	1,123,441	\$42.6	1,517,898	\$56.2	(394,458) -35.1%	(\$13.6) -31.8%
TOTAL NON-REIMBURSABLE OVERTIME:	1,057,361	\$38.7	1,143,632	\$44.6	(86,271) -8.2%	(\$2.8) -7.3%	2,120,872	\$77.9	2,450,754	\$88.6	(329,882) -15.6%	(\$10.6) -13.6%
REIMBURSABLE OVERTIME	193,096	\$6.5	229,696	\$8.1	(36601) -19.0%	(1.6) -24.5%	387,158	\$13.0	440,925	\$15.2	(53767) -13.9%	(2.2) -16.6%
TOTAL OVERTIME	1,250,456	\$45.2	1,373,328	\$52.7	(122,872) -9.8%	(\$4.4) -9.8%	2,508,029	\$90.9	2,891,679	\$103.8	(383,650) -15.3%	(\$12.8) -14.1%

* Exceeds 100%

NOTES:

¹ Percentages are based on each type of Overtime and not on Total Overtime. Totals may not add due to rounding.

² SIR's Overtime information is not included in February's Overtime Decomposition Report. As a result, the YTD budget and actual dollars do not reconcile to the consolidated financial report.

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan - 2012 Adopted Budget
Consolidated Accrual Subsidy Detail
February 2012
(\$ in millions)

	Current Month			Year-to-Date		
	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance
Accrued Subsidies:						
Dedicated Taxes						
Mass Transportation Operating Assistance Fund (MTOA)	-	-	-	-	-	-
Petroleum Business Tax	\$42.2	48.6	6.4	\$90.9	95.8	4.8
MRT 1 (Gross)	15.1	11.7	(3.4)	30.3	25.4	(3.9)
MRT 2 (Gross)	7.6	6.4	(1.2)	15.3	13.5	(1.8)
Urban Tax	32.8	30.0	(2.7)	65.6	63.4	(2.1)
	\$97.8	\$96.8	(\$1.0)	\$202.0	\$199.1	(\$3.0)
New State Taxes and Fees						
Payroll Mobility Taxes	215.0	203.0	(12.1)	346.1	272.0	(74.1)
Payroll Mobility Tax Replacement Funds	-	-	-	-	-	-
MTA Aid Taxes ¹	-	-	-	-	-	-
	\$215.0	\$203.0	(\$12.1)	\$346.1	\$272.0	(\$74.1)
State and Local Subsidies						
NYS Operating Assistance	-	-	-	-	-	-
NYC and Local 18b:						
New York City	-	-	-	-	-	-
Nassau County	-	-	-	-	-	-
Suffolk County	-	-	-	-	-	-
Westchester County	-	-	-	-	-	-
Putnam County	-	-	-	-	-	-
Dutchess County	-	-	-	-	-	-
Orange County	-	-	-	-	-	-
Rockland County	-	-	-	-	-	-
CDOT Subsidies	10.1	3.5	(6.6)	20.7	12.3	(8.5)
Station Maintenance	13.1	12.8	(0.4)	26.2	25.5	(0.7)
	\$23.2	\$16.2	(\$7.0)	\$47.0	\$37.8	(\$9.2)
Sub-total Dedicated Taxes & State and Local Subsidies	\$336.0	\$318.0	(\$20.1)	\$595.2	\$508.9	(\$86.3)
City Subsidy to MTA Bus	\$26.9	22.5	(4.4)	\$53.5	44.1	(9.4)
Total Dedicated Taxes & State and Local Subsidies	\$362.9	\$338.6	(\$24.4)	\$648.7	\$553.0	(\$95.7)
Inter-Agency Subsidy Transactions						
B&T Operating Surplus Transfer	24.3	0.0	(24.3)	52.6	0.0	(52.6)
	\$24.3	0.0	(\$24.3)	\$52.6	0.0	(\$52.6)
Total Accrued Subsidies	\$387.2	\$338.6	(\$48.7)	\$701.3	\$553.0	(\$148.3)

¹ License, Vehicle Registration, Taxi and Auto Rental Fees
Note: Differences are due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan - 2012 Adopted Budget
Consolidated Accrual Subsidy Detail
Explanation of Variances
(\$ in millions)

February 2012

Accrued Subsidies	Variance \$	Variance %	Explanations
Petroleum Business Tax	6.4	15.2%	The favorable accrual variance is primarily due to the timing of booking of accruals by MTA Accounting. Accruals are reconciled with quarterly adjustments by MTA Accounting. YTD transactions are closer to the forecast.
MRT(b) 1 (Gross)	(3.4)	(22.7%)	MRT-1 transactions were slightly below budget.
MRT(b) 2 (Gross)	(1.2)	(16.2%)	MRT-2 transactions were also slightly below budget.
Urban Tax	(2.7)	(8.4%)	Urban tax accruals were slightly unfavorable variance for the month.
Payroll Mobility Taxes	(12.1)	(5.6%)	The unfavorable variance is primarily due to slightly lower than budgeted transactions for the month.
CDOT Subsidies	(6.6)	(65.6%)	The unfavorable variance is due primarily to timing.
City Subsidy to MTA Bus	(4.4)	(18.9%)	Variance is mostly timing related. Drawdowns are related to the timing of cash obligations for MTA Bus.
B&T Operating Surplus Transfer	(24.3)	(100.0%)	Variance is due to timing.

Year-to-Date

Accrued Subsidies	Variance \$	Variance %	Explanations
Petroleum Business Tax	4.8	5.3%	See explanation for the month.
MRT(b) 1 (Gross)	(3.9)	(12.8%)	See explanation for the month.
MRT(b) 2 (Gross)	(1.8)	(11.6%)	See explanation for the month.
Urban Tax	(2.1)	(3.3%)	See explanation for the month.
Payroll Mobility Taxes	(74.1)	(21.4%)	Year-to-date PMT transactions are lower than the forecast.
CDOT Subsidies	(8.5)	(40.9%)	See explanation for the month.
City Subsidy to MTA Bus	(9.2)	(19.6%)	See explanation for the month.
B&T Operating Surplus Transfer	(52.6)	(100.0%)	See explanation for the month.

METROPOLITAN TRANSPORTATION AUTHORITY
FEBRUARY FINANCIAL PLAN - ADOPTED BUDGET (1)
DEBT SERVICE
(\$ in millions)

February 2012

	Adopted Budget	Actual	Variance	% Variance	Explanation
Dedicated Tax Fund:					
NYC Transit	\$32.0	\$31.0	\$1.0		
Commuter Railroads	6.7	6.7	0.0		
<i>Dedicated Tax Fund Subtotal</i>	\$38.7	\$37.6	\$1.0	2.7%	
MTA Transportation Revenue:					
NYC Transit	\$51.7	\$49.0	\$2.7		
Commuter Railroads	34.5	\$31.7	2.8		
MTA Bus	1.4	\$2.0	(0.7)		
<i>MTA Transportation Subtotal</i>	\$87.5	\$82.8	\$4.8	5.5%	Timing of debt service deposits.
Commercial Paper:					
NYC Transit	\$1.8	\$0.1	\$1.8		
Commuter Railroads	1.1	\$0.0	1.1		
MTA Bus	0.0	\$0.0	0.0		
<i>Commercial Paper Subtotal</i>	\$3.0	\$0.1	\$2.9	96.2%	Lower than budgeted rates, timing of interest payments.
2 Broadway COPs:					
NYC Transit	\$1.8	\$1.0	\$0.8		
Bridges & Tunnels	0.3	\$0.1	0.1		
MTA HQ	0.3	\$0.1	0.1		
<i>2 Broadway COPs Subtotal</i>	\$2.3	\$1.3	\$1.1	45.3%	Partial refunding of outstanding 2 Broadway COPs bonds with TRB refunding bonds.
TBTA General Resolution (2)					
NYC Transit	\$15.8	\$16.2	(\$0.4)		
Commuter Railroads	7.4	\$7.3	0.2		
Bridges & Tunnels	16.4	\$13.4	3.0		
<i>TBTA General Resolution Subtotal</i>	\$39.6	\$36.8	\$2.7	6.9%	Timing of debt service deposits.
TBTA Subordinate (2)					
NYC Transit	\$6.6	\$6.9	(\$0.2)		
Commuter Railroads	2.9	\$3.0	(0.1)		
Bridges & Tunnels	2.6	\$2.7	(0.1)		
<i>TBTA Subordinate Subtotal</i>	\$12.2	\$12.6	(\$0.4)	-3.3%	
Total Debt Service	\$183.3	\$171.2	\$12.1	6.6%	
Debt Service by Agency:					
NYC Transit	\$109.7	\$104.1	\$5.6		
Commuter Railroads	52.7	48.7	4.0		
MTA Bus	1.4	2.1	(0.7)		
Bridges & Tunnels	19.3	16.2	3.1		
MTA HQ	0.3	0.1	0.1		
Total Debt Service	\$183.3	\$171.2	\$12.1	6.6%	

Totals may not add due to rounding.

Notes:

- (1) Budgeted 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.

**METROPOLITAN TRANSPORTATION AUTHORITY
FEBRUARY FINANCIAL PLAN - ADOPTED BUDGET (1)
DEBT SERVICE
(\$ in millions)**

February 2012 Year-to-Date

	Adopted Budget	Actual	Variance	% Variance	Explanation
Dedicated Tax Fund:					
NYC Transit	\$63.9	\$63.9	\$0.1		
Commuter Railroads	13.4	\$13.7	(0.4)		
<i>Dedicated Tax Fund Subtotal</i>	<i>\$77.3</i>	<i>\$77.6</i>	<i>(\$0.3)</i>	<i>-0.4%</i>	
MTA Transportation Revenue:					
NYC Transit	\$103.4	\$101.2	\$2.2		
Commuter Railroads	69.0	\$66.9	2.1		
MTA Bus	2.7	\$4.2	(1.5)		
<i>MTA Transportation Subtotal</i>	<i>\$175.1</i>	<i>\$172.3</i>	<i>\$2.8</i>	<i>1.6%</i>	
Commercial Paper:					
NYC Transit	\$3.7	\$0.1	\$3.5		
Commuter Railroads	2.3	\$0.1	2.2		
MTA Bus	0.1	\$0.0	0.0		
<i>Commercial Paper Subtotal</i>	<i>\$6.0</i>	<i>\$0.2</i>	<i>\$5.8</i>	<i>96.2%</i>	Lower than budgeted rates, timing of interest payments.
2 Broadway COPs:					
NYC Transit	\$3.7	\$1.7	\$2.0		
Bridges & Tunnels	0.5	\$0.2	0.3		
MTA HQ	0.5	\$0.2	0.3		
<i>2 Broadway COPs Subtotal</i>	<i>\$4.7</i>	<i>\$2.1</i>	<i>\$2.5</i>	<i>54.3%</i>	Partial refunding of outstanding 2 Broadway COPs bonds with TRB refunding bonds.
TBTA General Resolution (2)					
NYC Transit	\$31.5	\$33.7	(\$2.2)		
Commuter Railroads	14.8	\$15.1	(0.3)		
Bridges & Tunnels	32.8	\$27.9	5.0		
<i>TBTA General Resolution Subtotal</i>	<i>\$79.2</i>	<i>\$76.6</i>	<i>\$2.5</i>	<i>3.2%</i>	
TBTA Subordinate (2)					
NYC Transit	\$13.3	\$13.6	(\$0.4)		
Commuter Railroads	5.8	\$6.0	(0.2)		
Bridges & Tunnels	5.2	\$5.4	(0.1)		
<i>TBTA Subordinate Subtotal</i>	<i>\$24.3</i>	<i>\$25.0</i>	<i>(\$0.7)</i>	<i>-2.7%</i>	
Total Debt Service	\$366.6	\$353.9	\$12.7	3.5%	
Debt Service by Agency:					
NYC Transit	\$219.4	\$214.2	\$5.2		
Commuter Railroads	105.3	101.7	3.6		
MTA Bus	2.8	4.3	(1.5)		
Bridges & Tunnels	38.6	33.5	5.1		
MTAHQ	0.5	0.2	0.3		
Total Debt Service	\$366.6	\$353.9	\$12.7	3.5%	

Totals may not add due to rounding.

Notes:

- (1) Budgeted 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.

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan - 2012 Adopted Budget
Cash Subsidy Detail by Agency
(\$ in millions)

February 2012

	NYC Transit			Commuter Railroads			SIR			MTA Bus			MTAHO			TOTAL		
	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance
Cash Subsidies:																		
Dedicated Taxes																		
MMTOA ¹	\$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
Petroleum Business Tax	41.4	42.5	1.2	7.3	7.5	0.2	-	-	-	-	-	-	-	-	-	49.7	50.1	1.4
MRT ² 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	15.1	14.7	(0.4)	15.1	14.7	(0.4)
MRT ² 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	7.6	7.1	(0.5)	7.6	7.1	(0.5)
Other MRT ² Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Urban Tax	32.8	65.2	32.5	-	-	-	-	-	-	-	-	-	-	-	-	32.8	65.2	32.5
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
	\$74.2	\$107.8	\$33.7	\$7.3	\$7.5	\$0.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$22.8	\$21.8	(\$1.0)	\$104.3	\$137.3	\$33.0
New State Taxes and Fees																		
Payroll Mobility Tax	157.0	146.2	(10.8)	58.1	54.8	(3.3)	-	-	-	-	-	-	-	-	-	215.0	203.0	(12.1)
MTA Aid ²	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
	\$157.0	\$146.2	(\$10.8)	\$58.1	\$54.8	(\$3.3)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$215.0	\$203.0	(\$12.1)
State and Local Subsidies																		
NYS Operating Assistance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
NYC and Local 18b																		
New York City	-	-	-	-	0.5	0.5	-	-	-	-	-	-	-	-	-	0.0	0.5	0.5
Nassau County	-	-	-	0.0	2.9	2.9	-	-	-	-	-	-	-	-	-	0.0	2.9	2.9
Suffolk County	-	-	-	0.0	1.9	1.9	-	-	-	-	-	-	-	-	-	0.0	1.9	1.9
Westchester County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Putnam County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Dutchess County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Orange County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Rockland County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
CDOT Subsidies	-	-	-	10.1	9.0	(1.1)	-	-	-	-	-	-	-	-	-	10.1	9.0	(1.1)
Station Maintenance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9.9	0.0	0.0
Inter-Agency Loan	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
	\$0.0	\$0.0	\$0.0	\$10.1	\$14.2	\$4.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$10.1	\$14.2	\$4.1
Sub-total Dedicated Taxes & State and Local Subsidies	\$231.2	\$268.0	\$36.8	\$78.5	\$76.8	(\$1.7)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$22.8	\$21.8	(\$1.0)	\$329.4	\$354.4	\$25.0
City Subsidy to MTA Bus	-	-	-	-	-	-	-	-	-	\$25.2	18.5	(6.7)	-	-	-	25.2	18.5	(6.7)
Total Dedicated Taxes & State and Local Subsidies	\$231.2	\$268.0	\$36.8	\$78.5	\$76.8	(\$1.7)	\$0.0	\$0.0	\$0.0	\$25.2	\$18.5	(\$6.7)	\$22.8	\$21.8	(\$1.0)	\$354.6	\$372.9	\$18.3
Inter-Agency Subsidy Transactions																		
B&T Operating Surplus Transfer	26.5	25.1	(1.3)	48.6	49.2	(2.3)	-	-	-	-	-	-	-	-	-	75.1	71.4	(3.7)
	\$26.5	\$25.1	(\$1.3)	\$48.6	\$49.2	(\$2.3)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$75.1	\$71.4	(\$3.7)
Total Cash Subsidies	\$257.7	\$293.1	\$35.4	\$127.1	\$126.0	(\$1.1)	\$0.0	\$0.0	\$0.0	\$25.2	\$18.5	(\$6.7)	\$22.8	\$21.8	(\$1.0)	\$429.7	\$444.3	\$14.6

¹ Metropolitan Mass Transportation Operating Assistance Fund

² License, Vehicle Registration, Taxi and Auto Rental Fees

Note: Differences are due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan - 2012 Adopted Budget
Cash Subsidy Detail by Agency
(\$ in millions)

Year-to-Date

	NYC Transit			Commuter Railroads			BIR			MTA Bus			MTAHO			TOTAL		
	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance
Cash Subsidies:																		
Dedicated Taxes																		
MMTOA ¹	\$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
Petroleum Business Tax	67.5	62.7	(4.8)	15.4	14.0	(0.9)	-	0.0	-	-	-	-	-	-	-	103.0	97.3	(5.7)
MRT ² 1 (Gross)	-	0.0	-	-	-	-	-	-	-	-	-	-	30.3	28.6	(1.7)	30.3	28.6	(1.7)
MRT ² 2 (Gross)	-	0.0	-	-	-	-	-	-	-	-	-	-	15.3	13.9	(1.4)	15.3	13.9	(1.4)
Urban Tax	65.6	65.2	(0.3)	-	-	-	-	-	-	-	-	-	-	-	-	65.6	65.2	(0.3)
	\$153.1	\$147.9	(\$5.2)	\$15.4	\$14.0	(\$0.9)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$45.6	\$42.5	(\$3.1)	\$214.1	\$205.0	(\$9.1)
New State Taxes and Fees																		
Payroll Mobility Tax	252.7	239.7	(13.0)	93.5	89.6	(4.8)	-	-	-	-	-	-	-	-	-	346.1	329.3	(17.8)
MTA Adj ³	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
	\$252.7	\$239.7	(\$13.0)	\$93.5	\$89.6	(\$4.8)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$346.1	\$329.3	(\$17.8)
State and Local Subsidies																		
NYS Operating Assistance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
NYC and Local 18b																		
New York City	-	-	-	-	0.5	0.5	-	-	-	-	-	-	-	-	-	0.0	0.5	0.5
Nassau County	-	-	-	-	2.9	2.9	-	-	-	-	-	-	-	-	-	0.0	2.9	2.9
Suffolk County	-	-	-	-	1.9	1.9	-	-	-	-	-	-	-	-	-	0.0	1.9	1.9
Westchester County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Putnam County	-	-	-	-	1.8	1.8	-	-	-	-	-	-	-	-	-	0.0	1.8	1.8
Dutchess County	-	-	-	-	0.1	0.1	-	-	-	-	-	-	-	-	-	0.0	0.1	0.1
Orange County	-	-	-	-	0.1	0.1	-	-	-	-	-	-	-	-	-	0.0	0.1	0.1
Rockland County	-	-	-	-	0.0	0.0	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
CDOT Subsidies	-	-	-	20.7	16.7	(4.0)	-	-	-	-	-	-	-	-	-	20.7	16.7	(4.0)
Station Maintenance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Inter-Agency Loan	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
NYCT Charge Back of MTA Bus Debt Service	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Pay-As-You-Go Capital	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
	\$0.0	\$0.0	\$0.0	\$20.7	\$24.0	\$3.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$20.7	\$24.0	\$3.3
Sub-total Dedicated Taxes & State and Local Subsidies	\$405.8	\$387.6	(\$18.2)	\$128.7	\$127.3	(\$2.4)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$45.6	\$42.5	(\$3.1)	\$581.0	\$557.3	(\$23.8)
City Subsidy to MTA Bus	-	-	-	-	-	-	-	-	-	52.0	37.0	(15.04)	-	-	-	52.0	37.0	(15.0)
Total Dedicated Taxes & State and Local Subsidies	\$405.8	\$387.6	(\$18.2)	\$128.7	\$127.3	(\$2.4)	\$0.0	\$0.0	\$0.0	\$52.0	\$37.0	(\$15.0)	\$45.6	\$42.5	(\$3.1)	\$633.0	\$594.3	(\$38.7)
Inter-Agency Subsidy Transactions																		
B&T Operating Surplus Transfer	26.5	25.1	(1.3)	48.6	48.2	(2.3)	-	-	-	-	-	-	-	-	-	75.1	71.4	(3.7)
	\$26.5	\$25.1	(\$1.3)	\$48.6	\$48.2	(\$2.3)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$75.1	\$71.4	(\$3.7)
Total Cash Subsidies	\$432.3	\$412.7	(\$19.5)	\$178.2	\$173.5	(\$4.7)	\$0.0	\$0.0	\$0.0	\$52.0	\$37.0	(\$15.0)	\$45.6	\$42.5	(\$3.1)	\$708.1	\$665.7	(\$42.4)

¹ Metropolitan Mass Transportation Operating Assistance Fund
² License, Vehicle Registration, Taxi and Auto Rental Fees
Note: Differences are due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan - 2012 Adopted Budget
Consolidated Subsidy Cash
Explanation of Variances
(\$ in millions)

February 2012

Cash Subsidies	Variance \$	Variance %	Explanations
MRT RD 2 (Gross)	(0.5)	-7.0%	MRT-2 cash receipts were slightly below the budget for the month.
Urban Tax	32.5	99.0%	The favorable variance was due to timing. Year-to-date receipts were close to the target.
Payroll Mobility Tax	(12.1)	(5.6%)	The unfavorable variance was due to slightly lower than expected receipts for the month.
New York City	0.5	>100%	The favorable variance was primarily due to the timing of payment.
Nassau County	2.9	>100%	The favorable variance was primarily due to the timing of payment.
Suffolk County	1.9	>100%	The favorable variance was primarily due to the timing of payment.
CDOT Subsidies	(1.1)	(11.0%)	The unfavorable variance was primarily due to timing.
City Subsidy to MTA Bus	(6.7)	(26.5%)	The unfavorable variance was mostly timing related. Drawdowns are related to the timing of cash obligations for MTA Bus.
B&T Operating Surplus Transfer	(3.7)	(4.9%)	The unfavorable variance was due mostly timing.

Year-to-Date

Cash Subsidies	Variance \$	Variance %	Explanations
Petroleum Business Tax	(5.7)	-5.8%	Year-to-date PBT receipts were below the forecast and appears to be mostly timing related.
MRT RD 1 (Gross)	(1.7)	-5.5%	MRT-1 cash receipts were slightly below the budget for the year.
MRT RD 2 (Gross)	(1.4)	-9.0%	MRT-2 cash receipts were also slightly below the budget for the year.
Urban Tax	(0.2)	(0.5%)	Year-to-date Urban Tax receipts were close to the forecast.
Payroll Mobility Tax	(17.8)	(5.1%)	See explanation for the month.
New York City	0.5	>100%	See explanation for the month.
Nassau County	2.9	>100%	See explanation for the month.
Suffolk County	1.9	>100%	See explanation for the month.
Putnam County	1.8	>100%	The favorable YTD variance was primarily due to the timing of payment.
Dutchess County	0.1	>100%	The favorable YTD variance was primarily due to the timing of payment.
Orange County	0.1	>100%	The favorable YTD variance was primarily due to the timing of payment.
CDOT Subsidies	(4.0)	(19.5%)	See explanation for the month.
City Subsidy to MTA Bus	(15.0)	(28.9%)	See explanation for the month.
B&T Operating Surplus Transfer	(3.7)	(4.9%)	See explanation for the month.

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan - 2012 Adopted Budget
Total Positions by Function and Agency
February 2012

Category	Adopted Budget	Actual	Favorable/ (Unfavorable)
Total Positions	66,055	64,369	1,686
NYC Transit	45,891	45,080	811
Long Island Rail Road	6,520	6,392	128
Metro-North Railroad	6,279	5,857	422
Bridges & Tunnels	1,666	1,577	89
Headquarters	1,765	1,597	168
Staten Island Railway	272	260	12
Capital Construction Company	127	126	1
Bus Company	3,535	3,480	55
Non-reimbursable	59,946	58,821	1,125
NYC Transit	41,220	40,775	445
Long Island Rail Road	5,921	5,768	153
Metro-North Railroad	5,729	5,517	212
Bridges & Tunnels	1,622	1,533	89
Headquarters	1,717	1,553	164
Staten Island Railway	269	257	12
Capital Construction Company	-	-	-
Bus Company	3,468	3,418	50
Reimbursable	6,109	5,548	561
NYC Transit	4,671	4,305	366
Long Island Rail Road	599	624	(25)
Metro-North Railroad	550	340	210
Bridges & Tunnels	44	44	-
Headquarters	48	44	4
Staten Island Railway	3	3	-
Capital Construction Company	127	126	1
Bus Company	67	62	5
Total Full Time	65,885	64,157	1,728
NYC Transit	45,737	44,881	856
Long Island Rail Road	6,520	6,392	128
Metro-North Railroad	6,278	5,858	422
Bridges & Tunnels	1,666	1,577	89
Headquarters	1,765	1,597	168
Staten Island Railway	272	260	12
Capital Construction Company	127	126	1
Bus Company	3,520	3,468	52
Total Full-Time Equivalents	170	212	(42)
NYC Transit	154	199	(45)
Long Island Rail Road	-	-	-
Metro-North Railroad	1	1	-
Bridges & Tunnels	-	-	-
Headquarters	-	-	-
Staten Island Railway	-	-	-
Capital Construction Company	-	-	-
Bus Company	15	12	3

Note: Totals may differ due to rounding

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan - 2012 Adopted Budget
Total Positions by Function and Agency
February 2012

Function/Agency	Adopted Budget	Actual	Favorable/ (Unfavorable)
Administration	4,416	4,067	359
NYC Transit	1,982	1,862	120
Long Island Rail Road	631	618	13
Metro-North Railroad	509	471	38
Bridges & Tunnels	73	64	9
Headquarters	983	858	125
Staten Island Railway	22	27	(5)
Capital Construction Company	36	22	14
Bus Company	180	135	45
Operations	28,998	28,648	350
NYC Transit	21,646	21,452	194
Long Island Rail Road	2,121	2,097	24
Metro-North Railroad	2,099	2,022	77
Bridges & Tunnels	769	694	75
Headquarters	-	-	-
Staten Island Railway	95	90	5
Capital Construction Company	-	-	-
Bus Company	2,268	2,293	(25)
Maintenance	29,365	28,438	927
NYC Transit	20,541	20,037	504
Long Island Rail Road	3,656	3,570	86
Metro-North Railroad	3,574	3,273	301
Bridges & Tunnels	402	410	(8)
Headquarters	-	-	-
Staten Island Railway	155	143	12
Capital Construction Company	-	-	-
Bus Company	1,037	1,005	32
Engineering/Capital	1,704	1,709	(5)
NYC Transit	1,218	1,237	(19)
Long Island Rail Road	112	107	5
Metro-North Railroad	97	91	6
Bridges & Tunnels	148	136	12
Headquarters	-	-	-
Staten Island Railway	-	-	-
Capital Construction Company	91	104	(13)
Bus Company	38	34	4
Public Safety	1,572	1,517	55
NYC Transit	504	492	12
Long Island Rail Road	-	-	-
Metro-North Railroad	-	-	-
Bridges & Tunnels	274	273	1
Headquarters	782	739	43
Staten Island Railway	-	-	-
Capital Construction Company	-	-	-
Bus Company	12	13	(1)
Total Positions	66,055	64,369	1,686

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan - 2012 Adopted Budget
Total Positions by Function and Occupational Group
February 2012

FUNCTION/OCCUPATIONAL GROUP	Adopted Budget	Actual	Variance Favorable/ (Unfavorable)
Administration	4,416	4,057	359
Managers/Supervisors	1,586	1,442	124
Professional, Technical, Clerical	2,676	2,590	86
Operational Hourlies	174	25	149
Operations	28,998	28,648	350
Managers/Supervisors	3,196	3,109	87
Professional, Technical, Clerical	1,121	1,088	33
Operational Hourlies	24,681	24,451	230
Maintenance	29,365	28,438	927
Managers/Supervisors	4,720	4,506	214
Professional, Technical, Clerical	2,407	2,271	136
Operational Hourlies	22,238	21,661	577
Engineering/Capital	1,704	1,709	(5)
Managers/Supervisors	446	424	22
Professional, Technical, Clerical	1,256	1,283	(27)
Operational Hourlies	2	2	-
Public Safety	1,572	1,517	55
Managers/Supervisors	185	175	10
Professional, Technical, Clerical	139	129	10
Operational Hourlies	1,248	1,213	35
Total Positions	66,055	64,369	1,686
Managers/Supervisors	10,113	9,656	457
Professional, Technical, Clerical	7,599	7,361	238
Operational Hourlies	48,343	47,352	991

	<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:	02/01/12	02/01/12	02/01/12	01/01/12	01/01/12	01/01/12
To Date:	02/29/12	02/29/12	02/29/12	02/29/12	02/29/12	02/29/12
Opening Balance	\$60,357	\$54,946	\$115,303	\$164,354	\$100,873	\$265,228
RECEIPTS						
Interest Earnings	0.017	0.011	0.028	0.038	0.026	0.064
New York State						
State and regional mass transit taxes - MMTOA	0.000	0.000	0.000	0.000	0.000	0.000
MTTF	7,519	42,606	50,125	14,588	82,665	97,253
Total Dedicated Taxes Received	7,519	42,606	50,125	14,588	82,665	97,253
Less DTF Debt Service	0.669	30,948	37,616	13,738	63,890	77,628
Net Dedicated Taxes for Operations	0.850	11,658	12,508	0.850	18,776	19,625
Payroll Mobility Tax	90,046	256,282	346,328	90,046	256,282	346,328
MTA Aid Trust Taxes	0.000	0.000	0.000	0.000	0.000	0.000
Operating Assistance - 18b	0.000	0.000	0.000	0.000	0.000	0.000
NYS School Fares	0.000	0.000	0.000	0.000	0.000	0.000
Additional Mass Transp Operating Assistance	0.000	n/a	0.000	0.000	n/a	0.000
Total - New York State	\$90,895	\$267,941	\$358,836	\$90,895	\$275,058	\$365,953
Local						
Dutchess County						
Operating Assistance - 18b	\$0.000	n/a	\$0.000	\$0.095	n/a	\$0.095
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Nassau County						
Operating Assistance - 18b	2,896	n/a	2,896	2,896	n/a	2,896
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
New York City						
Operating Assistance - 18b	0.468	0.000	0.468	0.468	0.000	0.468
Urban - Real Property & Mortgage Recording Tax	n/a	65,243	65,243	n/a	65,243	65,243
Additional Assistance New York City	n/a	0.000	0.000	n/a	0.000	0.000
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Orange County						
Operating Assistance - 18b	0.000	n/a	0.000	0.037	n/a	0.037
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	0.095	n/a	0.095
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Rockland County						
Operating Assistance - 18b	0.000	n/a	0.000	0.007	n/a	0.007
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Suffolk County						
Operating Assistance - 18b	1,879	n/a	1,879	1,879	n/a	1,879
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Westchester County						
Operating Assistance - 18b	0.000	n/a	0.000	1,836	n/a	1,836
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Total - Local	\$5,243	\$65,243	\$70,487	\$7,313	\$65,243	\$72,556
MTA Bridges and Tunnels Surplus Transfers	46,231	25,142	71,373	46,231	25,142	71,373
Total Subsidy and Other Receipts	\$142,370	\$358,326	\$500,696	\$144,440	\$365,443	\$509,883
MTA Sources for Interagency Loans						
R&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	0.000	0.000	0.000
Revenue Anticipation Notes	0.000	0.000	0.000	0.000	0.000	0.000
Total Loans	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Receipts and Loans Received	\$142,370	\$358,327	\$500,724	\$144,477	\$365,470	\$509,947

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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:	02/01/12	02/01/12	02/01/12	01/01/12	01/01/12	01/01/12
To Date:	02/29/12	02/29/12	02/29/12	02/29/12	02/29/12	02/29/12
<u>Brought forward from prior page</u>						
Opening Balance	\$60,357	\$54,946	\$115,303	\$164,354	\$100,873	\$265,228
Total Receipts and Loans Received	142,387	358,337	500,724	144,477	365,470	509,947
Total Cash and Receipts Available	\$202,744	\$413,283	\$616,027	\$308,832	\$466,343	\$775,175
<u>DISBURSEMENTS</u>						
<u>Revenue Supported Debt Service</u>	31,773	\$0.000	81,813	66,175	102,981	169,156
<u>Agency Operations</u>						
MTA Long Island Railroad	55,710	0.000	55,710	97,998	0.000	97,998
MTA Metro-North Rail Road	8,054	0.000	8,054	37,452	0.000	37,452
MTA New York City Transit	0.000	125,000	125,000	0.000	125,000	125,000
MTA NYCT for SIRTQA	0.000	0.000	0.000	0.000	0.119	0.119
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	0.000	0.000	0.000
Repayment of GASB Loans	0.000	0.000	0.000	0.000	0.000	0.000
Total Debt Service and Operations	\$95,537	\$175,040	\$270,577	\$201,625	\$228,100	\$429,725
<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 - 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	0.000	0.000	0.000
Revenue Anticipation Notes	0.000	0.000	0.000	0.000	0.000	0.000
Total Loans Payback	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Disbursements	\$95,537	\$175,040	\$270,577	\$201,625	\$228,100	\$429,725
<u>STABILIZATION FUND BALANCE</u>	<u>\$107,207</u>	<u>\$238,243</u>	<u>\$345,450</u>	<u>\$107,207</u>	<u>\$238,243</u>	<u>\$345,450</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 - Non-Resolution Funds	155,000	345,000	500,000	155,000	345,000	500,000
MRT-2 Corporate Account	0.000	0.000	0.000	0.000	0.000	0.000
Revenue Anticipation Notes	0.000	0.000	0.000	0.000	0.000	0.000
	<u>\$155,000</u>	<u>\$345,000</u>	<u>\$500,000</u>	<u>\$155,000</u>	<u>\$345,000</u>	<u>\$500,000</u>
<u>End of Month NYCT Operating Fund borrowing from MTA Invest Pool not included in Ending Loan Balances above</u>	n/a	\$342,391	\$342,391	n/a	\$342,391	\$342,391
<u>Total Loan Balances (including negative Operating and Stabilization Fund Balances)</u>				<u>\$155,000</u>	<u>\$687,391</u>	<u>\$842,391</u>

**METROPOLITAN TRANSPORTATION AUTHORITY
FAREBOX RECOVERY AND FAREBOX OPERATING RATIOS
2012 ADOPTED BUDGET AND ACTUALS
FEBRUARY 2012**

FAREBOX RECOVERY RATIOS		
	2012 <u>Adopted Budget</u>	2012 <u>YTD Actual</u>
New York City Transit	37.9%	44.3%
Staten Island Railway	12.0%	13.6%
Long Island Rail Road	29.4%	30.0%
Metro-North Railroad	39.6%	43.9%
Bus Company	<u>30.2%</u>	<u>28.5%</u>
MTA Agency Average	36.5%	41.0%

FAREBOX OPERATING RATIOS		
	2012 <u>Adopted Budget</u>	2012 <u>YTD Actual</u>
New York City Transit	56.6%	60.5%
Staten Island Railway	18.1%	21.5%
Long Island Rail Road	44.5%	44.7%
Metro-North Railroad	58.4%	59.5%
Bus Company	<u>36.6%</u>	<u>34.4%</u>
MTA Agency Average	53.9%	56.3%

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.

In the agenda materials for the Meeting of the Metro-North and Long Island Committees, the calculations of the farebox operating and recovery ratios for the LIRR and MNR use a revised methodology to put the railroads on a more comparable basis. Those statistics, which are included in the respective financial and ridership reports of both Agencies, differ from the statistics presented in this table.



Metropolitan Transportation Authority

State of New York

New York City Transit
Long Island Rail Road
Metro-North Railroad
Bridges and Tunnels
Bus Company

Report on Revenue Passengers and Vehicles Ridership Data Thru February, 2012

NOTE: Ridership data are preliminary and subject to revision as well as adjustments warranted by annual audit review.

**Prepared by:
MTA Division of Management & Budgets**

Thursday, April 05, 2012

Metropolitan Transportation Authority

February

Revenue Passengers	2010	2011	Percent Change	2012	Percent Change
MTA New York City Transit	167,702,719	174,315,460	3.94%	186,237,921	6.84%
MTA New York City Subway	116,664,456	124,055,125	6.33%	132,313,126	6.66%
MTA New York City Bus	51,038,263	50,260,335	-1.52%	53,924,795	7.29%
MTA Bus Company	8,639,731	8,807,613	1.94%	9,658,843	9.66%
MTA Staten Island Railway	309,924	333,719	7.68%	369,357	10.68%
MTA Long Island Rail Road	5,811,552	5,836,491	0.43%	6,373,028	9.19%
MTA Metro-North Railroad	5,687,951	5,823,842	2.39%	6,395,893	9.82%
<i>East of Hudson</i>	5,556,169	5,685,834	2.33%	6,265,036	10.19%
Harlem Line	1,870,292	1,913,040	2.29%	2,075,606	8.50%
Hudson Line	1,084,284	1,108,812	2.26%	1,201,829	8.39%
New Haven Line	2,601,593	2,663,982	2.40%	2,987,601	12.15%
<i>West of Hudson</i>	131,782	138,008	4.72%	130,857	-5.18%
Port Jervis line	92,218	94,908	2.92%	81,766	-13.85%
Pascack Valley Line	39,564	43,100	8.94%	49,091	13.90%
MTA Bridges & Tunnels	19,147,302	20,176,144	5.37%	21,237,686	5.26%
Total All Agencies	188,151,877	195,117,125	3.70%	209,035,042	7.13%
(Excludes Bridges and Tunnels)					
Weekdays:	19	19		20	
Holidays:	1	1		1	
Weekend Days	8	8		8	
Days:	28	28		29	

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Metropolitan Transportation Authority

February

Revenue Passengers Year to Date	2010	2011	Percent Change	2012	Percent Change
MTA New York City Transit	347,785,589	352,689,596	1.41%	372,311,870	5.56%
MTA New York City Subway	241,213,916	251,692,383	4.34%	265,125,904	5.34%
MTA New York City Bus	106,571,673	100,997,213	-5.23%	107,185,966	6.13%
MTA Bus Company	18,010,871	17,756,342	-1.41%	19,236,970	8.34%
MTA Staten Island Railway	648,187	690,105	6.47%	755,001	9.40%
MTA Long Island Rail Road	12,059,212	11,727,346	-2.75%	12,804,686	9.19%
MTA Metro-North Railroad	11,745,609	11,882,227	1.16%	12,933,465	8.85%
<i>East of Hudson</i>	11,473,696	11,602,792	1.13%	12,673,012	9.22%
Harlem Line	3,866,807	3,888,085	0.55%	4,202,939	8.10%
Hudson Line	2,239,085	2,268,305	1.30%	2,430,112	7.13%
New Haven Line	5,367,804	5,446,402	1.46%	6,039,961	10.90%
<i>West of Hudson</i>	271,913	279,435	2.77%	260,453	-6.79%
Port Jervis line	190,987	191,892	0.47%	162,336	-15.40%
Pascack Valley Line	80,926	87,543	8.18%	98,117	12.08%
MTA Bridges & Tunnels	41,478,223	40,584,874	-2.15%	42,974,722	5.89%
Total All Agencies	390,249,468	394,745,616	1.15%	418,041,993	5.90%
(Excludes Bridges and Tunnels)					
Weekdays:	38	39		40	
Holidays:	3	2		3	
Weekend Days	18	18		17	
Days:	59	59		60	

Metropolitan Transportation Authority

February

12 Month Averages	2010	2011	Percent Change	2012	Percent Change
MTA New York City Transit	191,029,936	192,168,785	0.60%	193,780,916	0.84%
MTA New York City Subway	131,209,805	134,556,374	2.55%	137,822,349	2.43%
MTA New York City Bus	59,820,132	57,612,411	-3.69%	55,958,566	-2.87%
MTA Bus Company	9,945,934	9,997,696	0.52%	9,980,160	-0.18%
MTA Staten Island Railway	343,096	367,683	7.17%	387,362	5.35%
MTA Long Island Rail Road	6,857,326	6,768,653	-1.29%	6,838,362	1.03%
MTA Metro-North Railroad	6,619,578	6,769,359	2.26%	6,924,085	2.29%
<i>East of Hudson</i>	6,461,804	6,611,670	2.32%	6,786,217	2.64%
Harlem Line	2,164,529	2,187,699	1.07%	2,223,250	1.63%
Hudson Line	1,281,336	1,307,108	2.01%	1,326,825	1.51%
New Haven Line	3,015,940	3,116,863	3.35%	3,236,141	3.83%
<i>West of Hudson</i>	157,774	157,689	-0.05%	137,869	-12.57%
Port Jervis line	112,881	109,659	-2.85%	88,306	-19.47%
Pascack Valley Line	44,893	48,030	6.99%	49,563	3.19%
MTA Bridges & Tunnels	24,138,916	24,235,073	0.40%	23,824,619	-1.69%
Total All Agencies	214,795,870	216,072,176	0.59%	217,478,125	0.65%
(Excludes Bridges and Tunnels)					
Weekdays:	19	19		20	
Holidays:	1	1		1	
Weekend Days	8	8		8	
Days:	28	28		29	

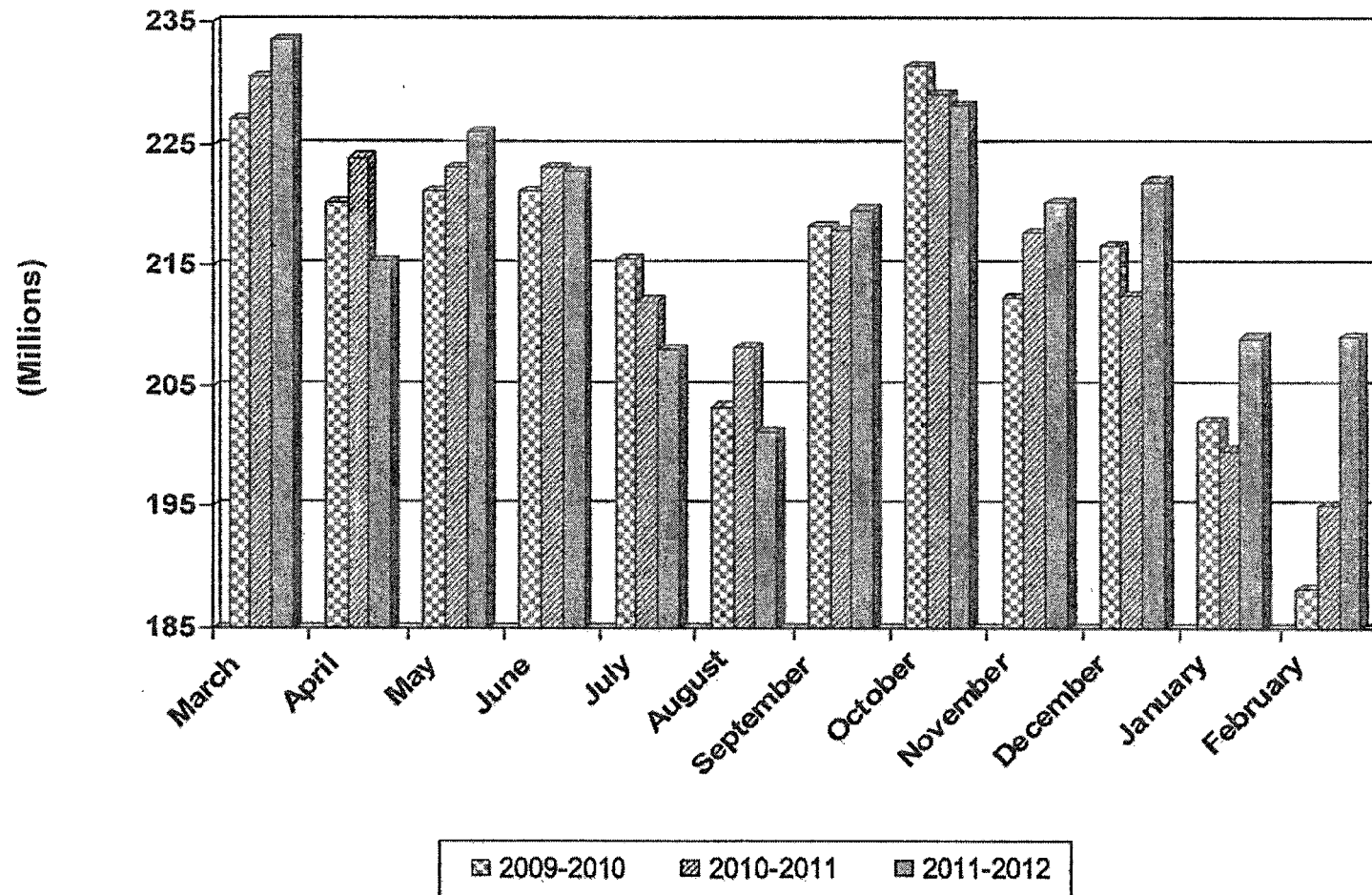
Thursday, April 05, 2012

Metropolitan Transportation Authority

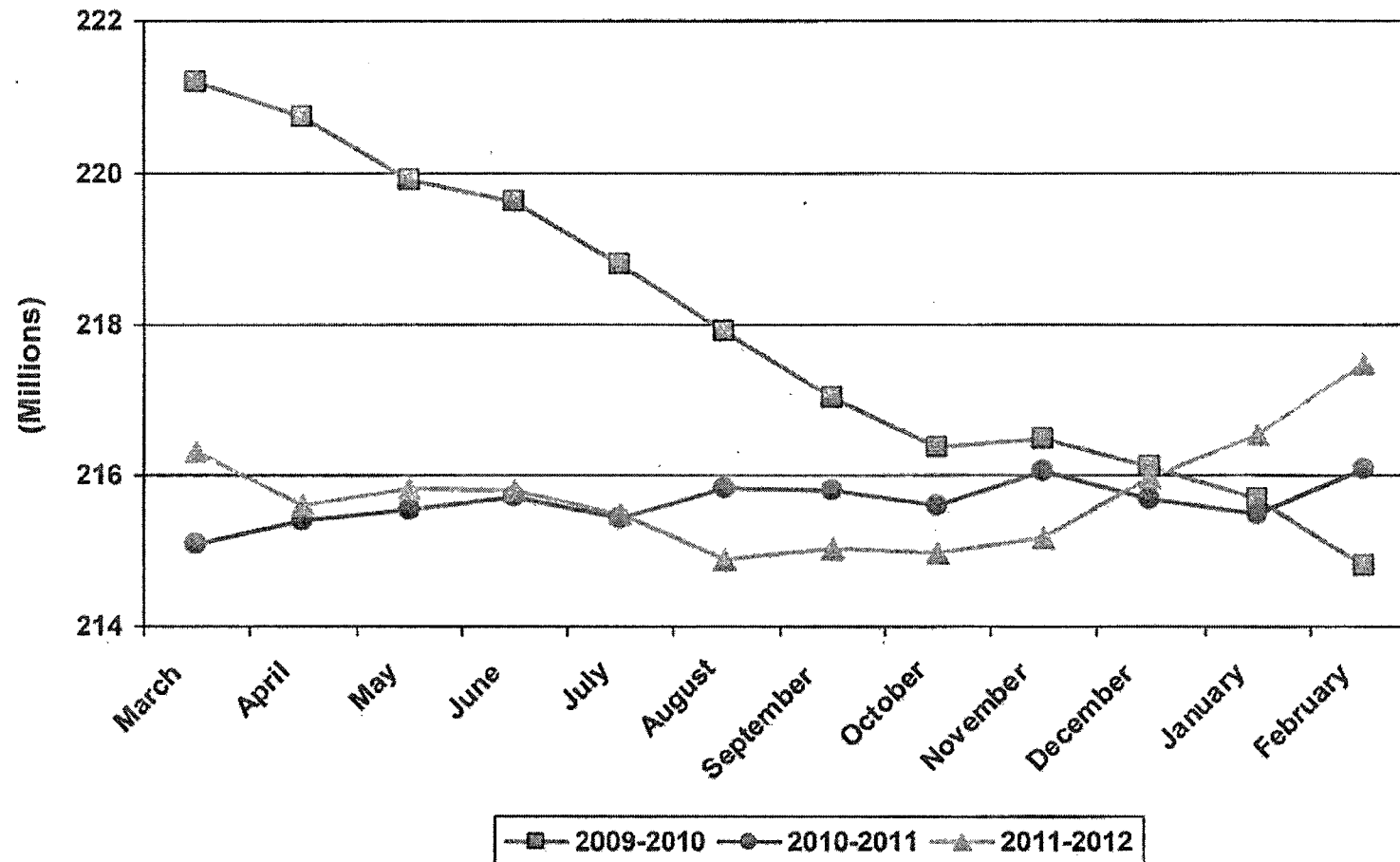
February

Average Weekday Passengers	2010	2011	Percent Change	2012	Percent Change
MTA New York City Transit	7,033,952	7,381,871	4.95%	7,580,369	2.69%
MTA New York City Subway	4,907,727	5,260,405	7.19%	5,388,250	2.43%
MTA New York City Bus	2,126,225	2,121,466	-0.22%	2,192,119	3.33%
MTA Bus Company	371,860	382,662	2.90%	401,678	4.97%
MTA Staten Island Railway	14,600	15,698	7.52%	16,688	6.31%
MTA Long Island Rail Road	269,143	270,350	0.45%	281,543	4.14%
MTA Metro-North Railroad	259,621	264,614	1.92%	275,694	4.19%
<i>East of Hudson</i>	252,703	257,367	1.85%	269,157	4.58%
Harlem Line	85,507	86,918	1.65%	89,675	3.17%
Hudson Line	49,456	50,296	1.70%	51,721	2.83%
New Haven Line	117,740	120,153	2.05%	127,761	6.33%
<i>West of Hudson</i>	6,918	7,247	4.76%	6,537	-9.80%
Port Jervis line	4,839	4,981	2.93%	4,084	-18.01%
Pascack Valley Line	2,079	2,266	8.99%	2,453	8.25%
MTA Bridges & Tunnels	698,047	750,861	7.57%	767,937	2.27%
Total All Agencies	7,949,176	8,315,195	4.60%	8,555,973	2.90%
(Excludes Bridges and Tunnels)					
Weekdays:	19	19		20	
Holidays:	1	1		1	
Weekend Days	8	8		8	
Days:	28	28		29	

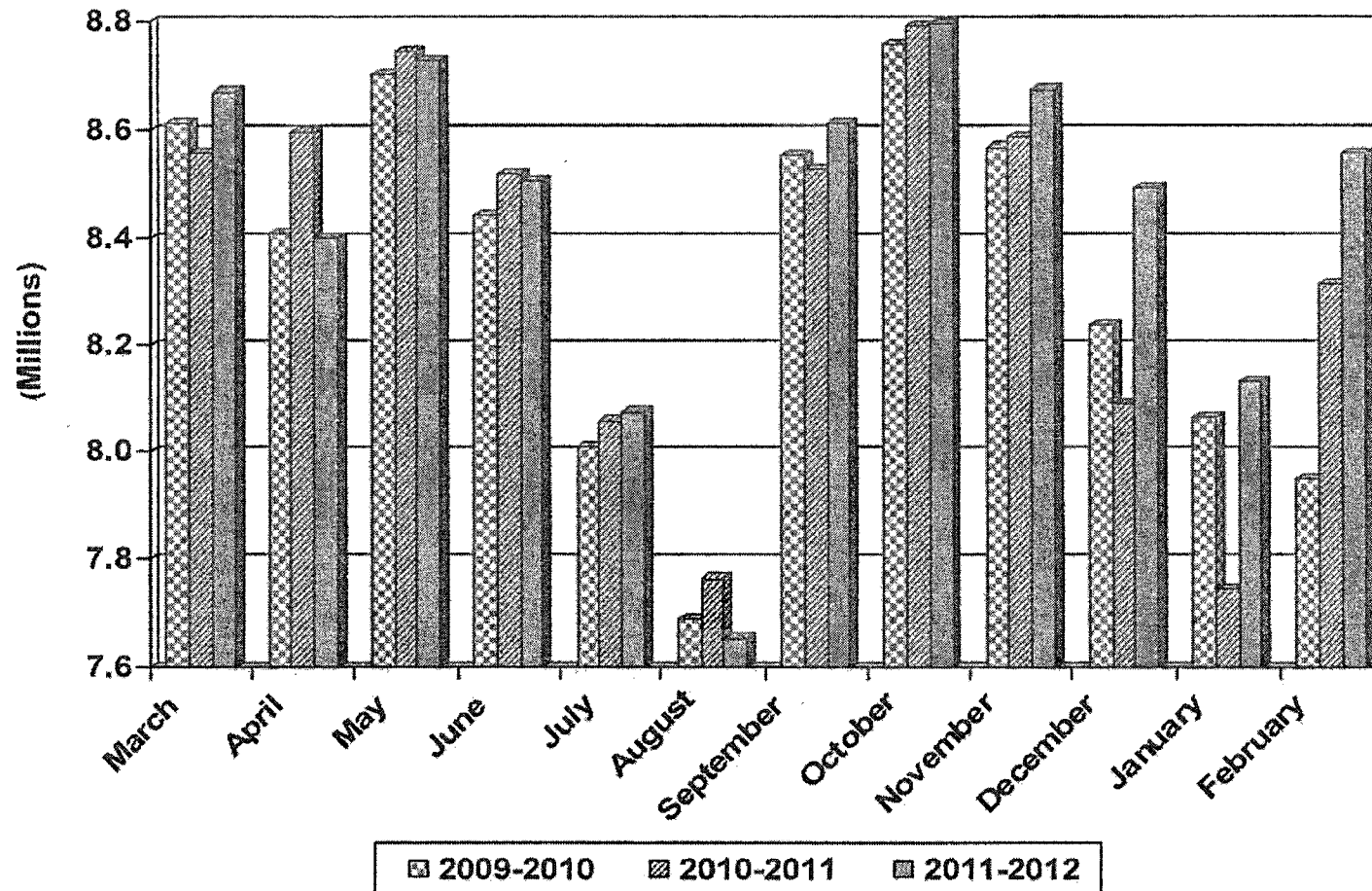
Metropolitan Transportation Authority Revenue Passengers



Metropolitan Transportation Authority 12 Month Averages



Metropolitan Transportation Authority Average Weekday Passengers



Metropolitan Transportation Authority

Revenue Passengers

Service Month	2009-2010	2010-2011	Percentage Change	2011-2012	Percentage Change
March	227,080,076	230,569,713	1.55%	233,530,153	1.28%
April	220,271,140	223,935,468	1.66%	215,359,706	-3.83%
May	221,205,945	223,140,121	0.87%	225,993,773	1.28%
June	221,162,472	223,103,562	0.88%	222,752,375	-0.16%
July	215,573,962	212,068,298	-1.63%	207,985,788	-1.92%
August	203,247,645	208,201,066	2.44%	201,155,187	-3.38%
September	218,289,545	217,861,983	-0.20%	219,645,196	0.82%
October	231,413,017	229,020,391	-1.03%	228,204,933	-0.36%
November	212,377,004	217,697,861	2.51%	220,299,709	1.20%
December	216,700,171	212,524,052	-1.93%	221,961,809	4.44%
January	202,097,591	199,628,491	-1.22%	209,006,950	4.70%
February	188,151,877	195,117,125	3.70%	209,035,042	7.13%
12 Month Ave	214,795,870	216,072,176	0.59%	217,478,125	0.65%
Year-to-Date	390,249,468	394,745,616	1.15%	418,041,993	5.90%

12 Month Averages

Service Month	2009-2010	2010-2011	Percentage Change	2011-2012	Percentage Change
March	221,194,556	215,088,340	-2.76%	216,318,879	0.57%
April	220,731,903	215,393,701	-2.42%	215,604,232	0.10%
May	219,908,527	215,554,882	-1.99%	215,842,037	0.13%
June	219,627,123	215,716,640	-1.78%	215,812,771	0.04%
July	218,795,959	215,424,334	-1.54%	215,472,729	0.02%
August	217,918,385	215,837,119	-0.96%	214,885,572	-0.44%
September	217,033,871	215,801,488	-0.57%	215,034,175	-0.36%
October	216,363,243	215,602,102	-0.35%	214,956,220	-0.29%
November	216,476,649	216,045,507	-0.20%	215,183,041	-0.40%
December	216,108,986	215,697,497	-0.19%	215,969,520	0.13%
January	215,688,613	215,491,739	-0.09%	216,537,702	0.49%
February	214,795,870	216,072,176	0.59%	217,478,125	0.65%

Average Weekday Passengers

Service Month	2009-2010	2010-2011	Percentage Change	2011-2012	Percentage Change
March	8,610,406	8,556,327	-0.63%	8,669,386	1.32%
April	8,408,764	8,594,113	2.20%	8,398,302	-2.28%
May	8,701,783	8,743,636	0.48%	8,725,524	-0.21%
June	8,442,011	8,518,239	0.90%	8,506,573	-0.14%
July	8,007,692	8,057,781	0.63%	8,074,383	0.21%
August	7,690,743	7,764,501	0.96%	7,654,456	-1.42%
September	8,553,572	8,527,032	-0.31%	8,611,764	0.99%
October	8,755,500	8,789,906	0.39%	8,793,243	0.04%
November	8,567,163	8,586,114	0.22%	8,673,298	1.02%
December	8,239,048	8,086,436	-1.83%	8,494,117	5.02%
January	8,084,743	7,746,524	-3.95%	8,130,680	4.96%
February	7,949,176	8,315,195	4.60%	8,555,973	2.90%

MTA New York City Transit

Revenue Passengers

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	202,254,095	205,362,791	1.54%	208,218,804	1.39%
April	196,000,595	199,272,046	1.67%	191,839,355	-3.73%
May	197,179,860	198,755,061	0.80%	201,322,443	1.29%
June	196,112,489	197,916,535	0.92%	197,684,348	-0.12%
July	191,298,798	187,797,149	-1.83%	184,243,874	-1.89%
August	180,042,932	184,255,088	2.34%	178,166,924	-3.30%
September	194,082,586	193,582,215	-0.26%	195,244,293	0.86%
October	206,104,049	204,007,805	-1.02%	203,261,681	-0.37%
November	188,959,292	193,742,558	2.53%	195,963,623	1.15%
December	192,638,951	188,644,573	-2.02%	197,113,772	4.49%
January	180,082,870	178,374,136	-0.95%	186,073,949	4.32%
February	167,702,719	174,315,460	3.94%	186,237,921	6.84%
12 Month Ave	191,029,936	192,168,785	0.60%	193,780,916	0.84%
Year-to-Date	347,785,589	352,689,596	1.41%	372,311,870	5.56%

12 Month Averages

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	196,613,278	191,288,994	-2.71%	192,406,786	0.58%
April	196,196,709	191,561,615	-2.36%	191,787,395	0.12%
May	195,470,869	191,692,882	-1.93%	192,001,343	0.16%
June	195,207,463	191,843,219	-1.72%	191,981,995	0.07%
July	194,507,758	191,551,415	-1.52%	191,685,888	0.07%
August	193,739,982	191,902,428	-0.95%	191,178,541	-0.38%
September	192,965,097	191,880,731	-0.57%	191,317,048	-0.28%
October	192,413,749	191,686,044	-0.38%	191,254,871	-0.22%
November	192,499,817	192,084,649	-0.22%	191,439,960	-0.34%
December	192,194,850	191,760,118	-0.23%	192,145,726	0.20%
January	191,837,331	191,617,723	-0.11%	192,787,377	0.61%
February	191,029,936	192,168,785	0.60%	193,780,916	0.84%

Average Weekday Passengers

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	7,629,537	7,587,902	-0.55%	7,698,602	1.46%
April	7,444,221	7,613,298	2.27%	7,440,153	-2.27%
May	7,701,004	7,734,333	0.43%	7,728,432	-0.08%
June	7,451,057	7,523,882	0.98%	7,516,270	-0.10%
July	7,066,668	7,092,620	0.37%	7,104,703	0.17%
August	6,774,185	6,837,402	0.93%	6,758,450	-1.15%
September	7,562,646	7,535,550	-0.36%	7,616,195	1.07%
October	7,757,513	7,778,564	0.27%	7,785,087	0.08%
November	7,559,289	7,582,992	0.31%	7,658,485	1.00%
December	7,285,619	7,144,832	-1.93%	7,497,041	4.93%
January	7,129,049	6,844,587	-3.99%	7,178,381	4.88%
February	7,033,952	7,381,871	4.95%	7,580,369	2.69%

MTA New York City Subway

Revenue Passengers

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	136,701,202	141,662,474	3.63%	146,487,199	3.41%
April	133,799,644	137,500,468	2.77%	136,237,054	-0.92%
May	133,432,316	136,822,538	2.54%	141,880,529	3.70%
June	134,648,137	137,818,880	2.35%	140,586,973	2.01%
July	132,724,155	131,521,063	-0.91%	131,263,668	-0.20%
August	124,224,421	129,371,938	4.14%	127,893,199	-1.14%
September	132,833,276	134,732,986	1.43%	138,489,313	2.79%
October	140,846,909	142,035,154	0.84%	144,186,578	1.50%
November	129,502,770	135,682,453	4.77%	139,668,952	2.94%
December	134,590,912	135,836,148	0.93%	142,068,824	4.59%
January	124,549,460	127,637,258	2.48%	132,812,778	4.05%
February	116,664,456	124,055,125	6.33%	132,313,126	6.66%
12 Month Ave	131,209,805	134,556,374	2.55%	137,822,349	2.43%
Year-to-Date	241,213,916	251,692,383	4.34%	265,125,904	5.34%

12 Month Averages

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	134,502,398	131,623,244	-2.14%	134,958,434	2.53%
April	134,221,196	131,931,646	-1.71%	134,853,150	2.21%
May	133,664,068	132,214,165	-1.08%	135,274,649	2.31%
June	133,495,449	132,478,393	-0.76%	135,505,323	2.28%
July	133,068,516	132,378,136	-0.52%	135,483,874	2.35%
August	132,522,804	132,807,095	0.21%	135,360,646	1.92%
September	132,057,412	132,965,405	0.69%	135,673,673	2.04%
October	131,689,412	133,064,425	1.04%	136,851,291	2.09%
November	131,757,665	133,579,399	1.38%	136,183,500	1.95%
December	131,655,550	133,683,168	1.54%	136,702,889	2.26%
January	131,522,192	133,940,485	1.84%	137,134,183	2.38%
February	131,209,805	134,556,374	2.55%	137,822,349	2.43%

Average Weekday Passengers

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	5,177,575	5,235,369	1.12%	5,423,118	3.59%
April	5,094,917	5,258,453	3.21%	5,296,535	0.71%
May	5,231,857	5,332,941	1.93%	5,450,246	2.20%
June	5,128,650	5,249,581	2.36%	5,355,314	2.01%
July	4,929,014	4,998,748	1.41%	5,097,919	1.98%
August	4,707,751	4,826,516	2.52%	4,863,820	0.77%
September	5,184,454	5,256,598	1.39%	5,415,945	3.03%
October	5,311,422	5,419,113	2.03%	5,519,975	1.86%
November	5,190,638	5,307,376	2.26%	5,456,286	2.81%
December	5,082,646	5,137,650	1.08%	5,392,467	4.96%
January	4,925,418	4,892,799	-0.66%	5,113,166	4.50%
February	4,907,727	5,260,405	7.19%	5,388,250	2.43%

MTA New York City Bus

Revenue Passengers

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	65,552,893	63,700,317	-2.83%	61,731,605	-3.09%
April	62,200,951	61,771,578	-0.69%	55,602,301	-9.99%
May	63,747,544	61,932,523	-2.85%	59,441,914	-4.02%
June	61,464,352	60,097,655	-2.22%	57,097,375	-4.99%
July	58,574,643	56,276,086	-3.92%	52,980,206	-5.86%
August	55,818,511	54,883,150	-1.68%	50,273,725	-8.40%
September	61,249,310	58,849,229	-3.92%	56,754,980	-3.56%
October	65,257,140	61,972,551	-5.03%	59,095,103	-4.64%
November	59,456,522	58,060,105	-2.35%	56,294,671	-3.04%
December	57,948,039	52,808,425	-8.87%	55,044,948	4.24%
January	55,533,410	50,736,878	-8.64%	53,251,171	4.98%
February	51,038,263	50,260,335	-1.52%	53,924,795	7.29%
12 Month Ave	59,820,132	57,612,411	-3.69%	55,958,566	-2.87%
Year-to-Date	106,571,673	100,997,213	-5.23%	107,185,966	6.13%

12 Month Averages

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	62,110,881	59,665,750	-3.94%	57,448,352	-3.72%
April	61,975,514	59,629,969	-3.78%	56,934,245	-4.52%
May	61,806,801	59,478,717	-3.77%	56,726,695	-4.63%
June	61,712,014	59,364,826	-3.80%	56,476,671	-4.87%
July	61,439,242	59,173,280	-3.69%	56,202,015	-5.02%
August	61,217,178	59,095,333	-3.47%	55,817,896	-5.55%
September	60,907,685	58,895,328	-3.30%	55,643,375	-5.52%
October	60,724,337	58,621,619	-3.46%	55,403,579	-5.49%
November	60,742,153	58,505,251	-3.68%	55,256,460	-5.55%
December	60,539,300	58,076,949	-4.07%	55,442,837	-4.54%
January	60,315,140	57,677,238	-4.37%	55,653,195	-3.51%
February	59,820,132	57,612,411	-3.69%	55,958,566	-2.87%

Average Weekday Passengers

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	2,451,962	2,352,533	-4.06%	2,275,484	-3.28%
April	2,349,304	2,354,845	0.24%	2,144,618	-8.93%
May	2,469,147	2,401,392	-2.74%	2,278,186	-5.13%
June	2,322,407	2,274,201	-2.08%	2,160,956	-4.98%
July	2,137,654	2,093,872	-2.05%	2,006,784	-4.16%
August	2,066,434	2,010,886	-2.69%	1,894,630	-5.78%
September	2,378,192	2,278,952	-4.17%	2,200,250	-3.45%
October	2,446,091	2,359,451	-3.54%	2,265,112	-4.00%
November	2,368,651	2,275,616	-3.93%	2,202,199	-3.23%
December	2,202,973	2,007,182	-8.89%	2,104,574	4.85%
January	2,203,631	1,951,788	-11.43%	2,065,215	5.81%
February	2,126,225	2,121,466	-0.22%	2,192,119	3.33%

MTA Bus Company

Revenue Passengers

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	10,664,966	10,863,886	1.87%	10,784,536	-0.73%
April	10,122,476	10,513,925	3.87%	9,697,309	-7.77%
May	10,343,294	10,538,187	1.88%	10,577,404	0.37%
June	10,177,844	10,362,337	1.81%	10,157,752	-1.97%
July	9,665,572	9,709,091	0.45%	9,359,912	-3.60%
August	9,209,826	9,598,938	4.22%	9,112,914	-5.06%
September	10,245,840	10,213,437	-0.32%	10,147,416	-0.65%
October	10,971,456	10,772,444	-1.81%	10,571,255	-1.87%
November	10,046,931	10,198,423	1.51%	10,166,855	-0.31%
December	8,892,130	9,445,337	-4.52%	9,949,597	5.34%
January	9,371,140	8,948,729	-4.51%	9,578,127	7.03%
February	8,639,731	8,807,613	1.94%	9,658,843	9.66%
12 Month Ave	9,945,934	9,997,696	0.52%	9,980,160	-0.18%
Year-to-Date	18,010,871	17,756,342	-1.41%	19,236,970	8.34%

12 Month Averages

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	10,131,988	9,962,511	-1.67%	9,991,083	0.29%
April	10,122,643	9,995,131	-1.26%	9,923,032	-0.72%
May	10,110,323	10,011,372	-0.98%	9,926,300	-0.85%
June	10,119,283	10,026,747	-0.91%	9,909,251	-1.17%
July	10,083,848	10,030,373	-0.53%	9,880,153	-1.50%
August	10,047,022	10,062,799	0.16%	9,839,651	-2.22%
September	10,001,003	10,060,099	0.59%	9,834,149	-2.25%
October	9,978,445	10,043,515	0.65%	9,817,383	-2.25%
November	10,009,579	10,058,139	0.47%	9,814,753	-2.40%
December	9,999,375	10,018,906	0.20%	9,856,774	-1.62%
January	9,992,552	9,983,705	-0.09%	9,909,224	-0.75%
February	9,945,934	9,997,696	0.52%	9,980,160	-0.18%

Average Weekday Passengers

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	411,621	410,253	-0.33%	406,662	-0.88%
April	393,193	409,886	4.25%	383,699	-6.39%
May	414,846	419,911	1.22%	416,250	-0.87%
June	393,530	399,709	1.57%	392,545	-1.79%
July	361,991	371,177	2.54%	365,281	-1.59%
August	351,930	360,375	2.40%	349,686	-2.97%
September	408,988	405,532	-0.85%	403,218	-0.57%
October	422,463	421,441	-0.24%	415,028	-1.52%
November	411,985	409,255	-0.66%	405,717	-0.86%
December	384,693	368,375	-4.24%	389,201	5.65%
January	384,035	353,022	-8.08%	379,963	7.63%
February	371,860	382,662	2.90%	401,678	4.97%

MTA Staten Island Railway

Revenue Passengers

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	371,056	397,677	7.17%	427,999	7.62%
April	340,280	380,950	11.95%	366,489	-3.80%
May	345,273	372,053	7.76%	406,054	9.14%
June	358,940	386,819	7.77%	404,083	4.46%
July	322,378	328,874	2.02%	327,303	-0.48%
August	288,741	325,403	12.70%	333,401	2.46%
September	358,930	379,483	6.73%	405,022	6.73%
October	387,062	408,020	5.41%	425,857	4.37%
November	352,352	383,064	8.72%	405,710	5.91%
December	343,956	359,753	4.59%	391,429	8.80%
January	338,263	356,386	5.36%	385,644	8.21%
February	309,924	333,719	7.68%	369,357	10.68%
12 Month Ave	343,096	367,683	7.17%	387,362	5.35%
Year-to-Date	648,187	690,105	6.47%	755,001	9.40%

12 Month Averages

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	359,328	345,315	-3.90%	370,210	7.21%
April	356,614	348,704	-2.27%	369,005	5.82%
May	354,204	350,936	-0.92%	371,839	5.96%
June	353,148	353,259	0.03%	373,277	5.67%
July	351,423	353,800	0.68%	373,146	5.47%
August	349,689	356,855	2.05%	373,813	4.75%
September	346,273	358,568	3.55%	375,941	4.85%
October	344,181	360,315	4.69%	377,428	4.75%
November	345,187	362,874	5.12%	379,315	4.53%
December	343,928	364,190	5.89%	381,954	4.88%
January	343,143	365,701	6.57%	384,393	5.11%
February	343,096	367,683	7.17%	387,362	5.35%

Average Weekday Passengers

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	15,592	15,962	2.37%	17,125	7.29%
April	14,256	15,838	11.10%	15,562	-1.74%
May	15,385	16,238	5.54%	17,127	5.47%
June	14,955	15,922	6.47%	16,610	4.32%
July	12,963	13,507	4.20%	13,821	2.32%
August	12,082	13,002	7.61%	13,291	2.22%
September	15,519	16,136	3.98%	17,244	6.87%
October	16,124	17,241	6.93%	18,063	4.77%
November	15,818	16,414	3.77%	17,302	5.41%
December	14,334	15,030	4.86%	16,526	9.95%
January	15,203	15,224	0.14%	16,557	8.76%
February	14,600	15,698	7.52%	16,688	6.31%

MTA Long Island Rail Road

Revenue Passengers

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	7,007,440	7,007,149	0.00%	7,031,512	0.35%
April	7,042,760	6,931,286	-1.58%	6,651,960	-4.03%
May	6,794,737	6,743,764	-0.75%	6,739,212	-0.07%
June	7,478,422	7,279,744	-2.66%	7,178,901	-1.39%
July	7,286,295	7,238,718	-0.65%	7,042,470	-2.71%
August	7,154,348	7,108,665	-0.64%	6,837,184	-3.82%
September	6,932,125	6,834,199	-1.41%	6,887,995	0.79%
October	6,997,677	6,804,525	-2.76%	6,903,268	1.45%
November	6,532,672	6,563,349	0.47%	6,815,374	3.84%
December	7,002,228	6,985,089	-0.24%	7,167,781	2.62%
January	6,247,660	5,890,855	-5.71%	6,431,658	9.18%
February	5,811,552	5,836,491	0.43%	6,373,028	9.19%
12 Month Ave	6,857,326	6,768,653	-1.29%	6,838,362	1.03%
Year-to-Date	12,059,212	11,727,346	-2.75%	12,804,686	9.19%

12 Month Averages

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	7,186,948	6,857,302	-4.59%	6,770,683	-1.26%
April	7,168,858	6,848,013	-4.48%	6,747,406	-1.47%
May	7,126,244	6,843,765	-3.96%	6,747,027	-1.41%
June	7,113,631	6,827,208	-4.03%	6,738,623	-1.30%
July	7,060,054	6,823,244	-3.35%	6,722,269	-1.48%
August	7,026,650	6,819,437	-2.95%	6,699,646	-1.76%
September	6,994,546	6,811,276	-2.62%	6,704,129	-1.57%
October	6,946,310	6,795,180	-2.18%	6,712,357	-1.22%
November	6,943,609	6,797,737	-2.10%	6,733,359	-0.95%
December	6,912,571	6,796,308	-1.68%	6,748,584	-0.70%
January	6,880,250	6,766,575	-1.65%	6,793,651	0.40%
February	6,857,326	6,768,653	-1.29%	6,838,362	1.03%

Average Weekday Passengers

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	282,315	271,905	-3.69%	273,253	0.50%
April	283,532	278,901	-1.63%	278,587	-0.11%
May	295,265	291,072	-1.42%	280,553	-3.61%
June	299,030	290,508	-2.85%	287,735	-0.95%
July	288,334	296,549	2.85%	300,068	1.19%
August	286,800	280,172	-2.31%	266,920	-4.73%
September	289,942	285,944	-1.38%	288,504	0.90%
October	282,319	285,328	1.07%	288,692	1.18%
November	295,964	287,221	-2.95%	298,001	3.75%
December	280,003	279,299	-0.25%	296,869	6.29%
January	272,255	269,444	-1.03%	281,446	4.46%
February	269,143	270,350	0.45%	281,543	4.14%

MTA Metro-North Railroad

Revenue Passengers

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	6,762,519	6,938,210	2.60%	7,067,303	1.86%
April	6,765,029	6,837,261	1.07%	6,804,593	-0.48%
May	6,542,782	6,731,056	2.88%	6,948,560	3.23%
June	7,034,778	7,158,126	1.75%	7,327,291	2.36%
July	7,000,919	6,992,466	-0.12%	7,012,229	0.28%
August	6,551,798	6,912,973	5.51%	6,704,764	-3.01%
September	6,670,065	6,852,629	2.74%	6,960,470	1.57%
October	6,952,772	7,027,596	1.08%	7,042,872	0.22%
November	6,485,758	6,810,467	5.01%	6,948,147	2.02%
December	6,922,906	7,089,300	2.40%	7,339,230	3.53%
January	6,057,656	6,058,385	0.01%	6,537,572	7.91%
February	6,687,951	6,823,842	2.39%	6,395,893	9.82%
12 Month Ave	6,619,578	6,769,359	2.26%	6,924,085	2.29%
Year-to-Date	11,745,609	11,882,227	1.16%	12,933,465	8.85%

12 Month Averages

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	6,903,013	6,634,219	-3.89%	6,780,117	2.20%
April	6,886,879	6,640,238	-3.58%	6,777,395	2.07%
May	6,846,887	6,655,928	-2.79%	6,795,528	2.10%
June	6,833,596	6,666,207	-2.45%	6,809,625	2.15%
July	6,792,876	6,665,502	-1.88%	6,811,272	2.19%
August	6,755,044	6,695,600	-0.88%	6,793,922	1.47%
September	6,728,953	6,710,814	-0.24%	6,802,908	1.37%
October	6,880,558	6,717,049	0.55%	6,804,181	1.30%
November	6,678,456	6,744,108	0.98%	6,815,655	1.06%
December	6,658,262	6,757,974	1.50%	6,836,482	1.16%
January	6,636,337	6,758,035	1.85%	6,876,414	1.75%
February	6,619,578	6,769,359	2.26%	6,924,085	2.29%

Average Weekday Passengers

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	271,340	270,305	-0.38%	273,743	1.27%
April	273,562	276,191	0.96%	280,302	1.49%
May	275,283	282,281	2.54%	283,162	0.31%
June	283,438	288,218	1.69%	293,413	1.80%
July	277,735	283,928	2.23%	290,510	2.32%
August	265,745	273,549	2.94%	266,109	-2.72%
September	276,477	283,870	2.67%	286,603	0.96%
October	277,081	287,333	3.70%	286,373	-0.33%
November	284,106	290,232	2.16%	293,791	1.23%
December	274,400	280,900	2.37%	294,479	4.83%
January	264,201	264,246	0.02%	274,231	3.78%
February	259,621	264,614	1.92%	275,694	4.19%

East of Hudson

Revenue Passengers

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	6,593,183	6,769,641	2.68%	6,896,269	1.87%
April	6,800,645	6,675,240	1.13%	6,648,157	-0.41%
May	6,387,435	6,580,762	3.03%	6,786,759	3.16%
June	6,864,270	6,992,372	1.87%	7,164,509	2.46%
July	6,830,791	6,832,493	0.02%	6,854,351	0.32%
August	6,392,629	6,747,243	5.55%	6,551,848	-2.90%
September	6,511,692	6,693,644	2.79%	6,860,460	2.49%
October	6,788,990	6,867,305	1.15%	6,945,233	1.13%
November	6,336,872	6,654,086	5.01%	6,851,079	2.96%
December	6,761,647	6,924,466	2.41%	7,201,122	4.00%
January	5,917,527	5,916,958	-0.01%	6,407,976	8.30%
February	5,556,169	5,685,834	2.33%	6,265,036	10.19%
12 Month Ave	6,461,804	6,611,670	2.32%	6,786,217	2.64%
Year-to-Date	11,473,696	11,602,792	1.13%	12,673,012	9.22%

12 Month Averages

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	6,730,573	6,476,509	-3.77%	6,622,223	2.25%
April	6,715,004	6,482,725	-3.46%	6,619,966	2.12%
May	6,677,215	6,498,836	-2.67%	6,637,299	2.13%
June	6,665,183	6,509,511	-2.34%	6,651,644	2.18%
July	6,626,236	6,509,653	-1.76%	6,653,465	2.21%
August	6,590,041	6,539,204	-0.77%	6,637,166	1.50%
September	6,563,248	6,554,367	-0.14%	6,651,067	1.48%
October	6,518,760	6,560,893	0.65%	6,657,561	1.47%
November	6,516,991	6,587,344	1.08%	6,673,977	1.32%
December	6,497,963	6,600,912	1.58%	6,697,032	1.46%
January	6,476,421	6,600,865	1.92%	6,737,950	2.08%
February	6,461,804	6,611,670	2.32%	6,786,217	2.64%

Average Weekday Passengers

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	263,639	262,962	-0.26%	266,296	1.27%
April	266,087	268,823	1.03%	272,859	1.50%
May	267,524	274,774	2.71%	275,544	0.28%
June	275,684	280,680	1.81%	286,011	1.90%
July	269,985	276,306	2.34%	282,626	2.29%
August	258,176	266,011	3.03%	258,877	-2.88%
September	268,932	276,296	2.74%	281,839	2.01%
October	269,633	279,708	3.74%	281,728	0.72%
November	276,266	282,409	2.22%	288,936	2.31%
December	267,059	273,395	2.37%	287,900	5.31%
January	256,833	256,810	-0.01%	267,748	4.26%
February	252,703	257,367	1.85%	269,157	4.58%

Harlem Line

Revenue Passengers

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	2,257,005	2,287,299	1.34%	2,304,100	0.73%
April	2,244,007	2,228,459	-0.69%	2,188,956	-1.77%
May	2,150,504	2,164,271	0.64%	2,223,927	2.76%
June	2,307,258	2,300,223	-0.30%	2,320,897	0.90%
July	2,246,584	2,226,434	-0.99%	2,198,107	-1.27%
August	2,092,806	2,179,564	4.15%	2,111,456	-3.12%
September	2,168,025	2,206,183	1.76%	2,253,778	2.16%
October	2,272,964	2,275,602	0.12%	2,283,643	0.35%
November	2,112,525	2,198,951	4.09%	2,247,234	2.20%
December	2,253,857	2,297,316	1.93%	2,343,967	2.03%
January	1,996,515	1,975,045	-1.08%	2,127,333	7.71%
February	1,870,292	1,913,040	2.29%	2,075,606	8.50%
12 Month Ave	2,164,529	2,187,699	1.07%	2,223,250	1.63%
Year-to-Date	3,866,807	3,888,085	0.55%	4,202,939	8.10%

12 Month Averages

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	2,264,885	2,167,053	-4.32%	2,189,099	1.02%
April	2,259,990	2,165,757	-4.17%	2,185,807	0.93%
May	2,247,756	2,166,905	-3.60%	2,190,778	1.10%
June	2,245,647	2,166,318	-3.53%	2,192,501	1.21%
July	2,232,595	2,164,473	-3.05%	2,190,141	1.19%
August	2,220,522	2,171,702	-2.20%	2,184,465	0.59%
September	2,209,669	2,174,882	-1.57%	2,188,431	0.62%
October	2,192,367	2,175,102	-0.79%	2,189,101	0.64%
November	2,189,026	2,182,304	-0.31%	2,193,125	0.50%
December	2,180,277	2,185,926	0.26%	2,197,013	0.51%
January	2,171,309	2,184,137	0.59%	2,209,703	1.17%
February	2,164,529	2,187,699	1.07%	2,223,250	1.63%

Average Weekday Passengers

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	90,562	89,165	-1.54%	89,286	0.14%
April	90,823	90,192	-0.69%	90,375	0.20%
May	90,672	91,128	0.50%	90,818	-0.34%
June	93,131	92,885	-0.26%	93,237	0.38%
July	89,516	90,784	1.42%	91,588	0.89%
August	85,275	86,582	1.53%	84,033	-2.94%
September	90,060	91,552	1.66%	93,133	1.73%
October	90,796	93,240	2.69%	93,197	-0.05%
November	92,842	93,893	1.13%	95,500	1.71%
December	89,618	91,183	1.75%	94,527	3.67%
January	87,248	86,168	-1.24%	89,422	3.78%
February	85,507	86,918	1.65%	89,675	3.17%

Hudson Line

Revenue Passengers

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	1,313,630	1,328,645	1.14%	1,340,022	0.86%
April	1,309,862	1,316,029	0.47%	1,312,919	-0.24%
May	1,270,877	1,322,076	4.03%	1,349,153	2.05%
June	1,367,135	1,382,018	1.09%	1,408,063	1.88%
July	1,379,094	1,360,953	-1.32%	1,358,800	-0.16%
August	1,292,620	1,360,653	5.26%	1,297,903	-4.61%
September	1,301,812	1,331,091	2.25%	1,358,616	2.07%
October	1,346,263	1,361,131	1.10%	1,359,385	-0.13%
November	1,237,169	1,303,840	5.39%	1,332,264	2.18%
December	1,318,485	1,350,557	2.43%	1,374,664	1.78%
January	1,154,801	1,159,493	0.41%	1,228,283	5.93%
February	1,084,284	1,108,812	2.26%	1,201,829	8.39%
12 Month Ave	1,281,336	1,307,108	2.01%	1,326,825	1.51%
Year-to-Date	2,239,085	2,268,305	1.30%	2,430,112	7.13%

12 Month Averages

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	1,336,059	1,282,587	-4.00%	1,308,056	1.89%
April	1,333,387	1,283,101	-3.77%	1,307,797	1.92%
May	1,326,363	1,287,368	-2.94%	1,310,054	1.76%
June	1,325,112	1,288,608	-2.75%	1,312,224	1.83%
July	1,318,268	1,287,096	-2.36%	1,312,045	1.94%
August	1,311,462	1,292,766	-1.43%	1,306,815	1.09%
September	1,307,613	1,295,206	-0.95%	1,309,109	1.07%
October	1,298,876	1,296,445	-0.19%	1,308,964	0.97%
November	1,297,335	1,302,001	0.36%	1,311,332	0.72%
December	1,291,438	1,304,673	1.02%	1,313,341	0.66%
January	1,285,984	1,305,064	1.48%	1,319,074	1.07%
February	1,281,336	1,307,108	2.01%	1,326,825	1.51%

Average Weekday Passengers

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	52,856	51,878	-1.86%	51,763	0.16%
April	52,898	53,066	0.32%	53,787	1.36%
May	53,307	55,015	3.20%	54,625	-0.71%
June	54,910	55,395	0.88%	56,110	1.29%
July	54,396	54,811	0.76%	55,677	1.58%
August	52,084	53,417	2.56%	51,158	-4.23%
September	53,678	54,777	2.05%	55,594	1.49%
October	53,394	55,261	3.50%	54,963	-0.54%
November	53,993	55,266	2.36%	56,109	1.53%
December	52,201	53,368	2.24%	55,091	3.23%
January	50,220	50,319	0.20%	51,340	2.03%
February	49,456	50,296	1.70%	51,721	2.83%

New Haven Line

Revenue Passengers

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	3,022,548	3,153,697	4.34%	3,252,147	3.12%
April	3,046,776	3,130,752	2.76%	3,146,282	0.50%
May	2,966,054	3,094,415	4.33%	3,215,679	3.92%
June	3,189,877	3,310,131	3.77%	3,435,549	3.79%
July	3,203,113	3,245,106	1.31%	3,297,444	1.61%
August	3,007,203	3,207,026	6.64%	3,142,289	-2.02%
September	3,041,855	3,156,370	3.76%	3,248,066	2.91%
October	3,169,763	3,230,572	1.92%	3,302,205	2.22%
November	2,986,978	3,151,295	5.50%	3,271,581	3.82%
December	3,189,305	3,276,593	2.74%	3,482,491	6.28%
January	2,766,211	2,782,420	0.59%	3,052,360	9.70%
February	2,601,593	2,663,982	2.40%	2,987,601	12.15%
12 Month Ave	3,015,940	3,116,863	3.35%	3,236,141	3.83%
Year-to-Date	5,367,804	5,446,402	1.46%	6,039,961	10.90%

12 Month Averages

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	3,129,629	3,026,869	-3.28%	3,125,067	3.24%
April	3,121,627	3,033,867	-2.81%	3,126,362	3.05%
May	3,103,096	3,044,564	-1.89%	3,136,467	3.02%
June	3,094,425	3,054,585	-1.29%	3,146,918	3.02%
July	3,075,373	3,058,084	-0.56%	3,151,280	3.05%
August	3,058,057	3,074,736	0.55%	3,145,885	2.31%
September	3,045,966	3,084,279	1.26%	3,153,527	2.25%
October	3,027,517	3,089,346	2.04%	3,159,496	2.27%
November	3,030,630	3,103,039	2.39%	3,169,520	2.14%
December	3,026,248	3,110,313	2.78%	3,186,678	2.46%
January	3,019,128	3,111,664	3.06%	3,209,173	3.13%
February	3,015,940	3,116,863	3.35%	3,236,141	3.83%

Average Weekday Passengers

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	120,421	122,119	1.41%	125,247	2.56%
April	122,366	125,565	2.61%	128,697	2.49%
May	123,545	128,631	4.12%	130,101	1.14%
June	127,643	132,400	3.73%	136,664	3.22%
July	126,073	130,711	3.68%	135,361	3.56%
August	120,817	126,012	4.30%	123,686	-1.85%
September	125,193	129,967	3.81%	133,112	2.42%
October	125,443	131,207	4.59%	133,568	1.80%
November	129,431	133,250	2.95%	137,327	3.06%
December	125,240	128,844	2.88%	138,282	7.33%
January	119,365	120,323	0.80%	126,986	5.54%
February	117,740	120,153	2.05%	127,761	6.33%

West of Hudson

Revenue Passengers

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	169,336	168,569	-0.45%	171,034	1.46%
April	164,384	162,021	-1.44%	156,436	-3.45%
May	155,347	150,294	-3.25%	159,901	6.39%
June	170,508	165,754	-2.79%	162,782	-1.79%
July	170,128	159,973	-5.97%	157,878	-1.31%
August	159,169	165,730	4.12%	153,116	-7.61%
September	158,373	158,985	0.39%	100,010	-37.09%
October	163,782	160,291	-2.13%	97,639	-39.09%
November	149,086	156,381	4.89%	97,068	-37.93%
December	161,259	164,834	2.22%	138,108	-16.21%
January	140,131	141,427	0.92%	129,596	-8.37%
February	131,782	138,008	4.72%	130,857	-5.18%
12 Month Ave	157,774	157,689	-0.05%	137,869	-12.57%
Year-to-Date	271,913	279,435	2.77%	260,453	-6.79%

12 Month Averages

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	172,440	157,710	-8.54%	157,894	0.12%
April	171,875	157,513	-8.36%	157,429	-0.05%
May	169,672	157,092	-7.41%	158,230	0.72%
June	168,414	156,696	-6.96%	157,982	0.82%
July	166,640	155,849	-6.48%	157,807	1.26%
August	165,002	156,396	-5.22%	156,756	0.23%
September	163,706	156,447	-4.43%	151,842	-2.94%
October	161,798	156,156	-3.49%	146,621	-6.11%
November	161,466	156,764	-2.91%	141,678	-9.62%
December	160,299	157,062	-2.02%	139,451	-11.21%
January	158,916	157,170	-1.10%	138,465	-11.90%
February	157,774	157,689	-0.05%	137,869	-12.57%

Average Weekday Passengers

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	7,701	7,343	-4.65%	7,447	1.42%
April	7,475	7,368	-1.43%	7,443	1.02%
May	7,759	7,507	-3.25%	7,618	1.48%
June	7,764	7,538	-2.79%	7,402	-1.80%
July	7,760	7,622	-1.65%	7,884	3.44%
August	7,569	7,538	-0.41%	7,232	-4.06%
September	7,546	7,574	0.38%	4,764	-37.10%
October	7,448	7,625	2.38%	4,645	-39.08%
November	7,840	7,823	-0.22%	4,855	-37.94%
December	7,341	7,505	2.23%	6,579	-12.34%
January	7,368	7,436	0.92%	6,483	-12.82%
February	6,918	7,247	4.76%	6,537	-9.80%

Port Jervis line

Revenue Passengers

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	121,634	117,630	-3.29%	117,095	-0.45%
April	119,212	113,758	-4.58%	108,000	-5.06%
May	112,898	105,774	-6.31%	111,096	5.03%
June	121,391	115,518	-4.84%	116,786	1.10%
July	123,037	111,651	-9.25%	110,772	-0.79%
August	114,686	116,730	1.78%	104,640	-10.36%
September	113,274	110,427	-2.51%	50,582	-54.19%
October	116,874	110,500	-5.45%	46,093	-58.29%
November	105,554	107,453	1.80%	46,692	-56.55%
December	115,022	114,571	-0.39%	85,576	-25.31%
January	98,769	96,984	-1.81%	80,570	-16.92%
February	92,218	94,908	2.92%	81,766	-13.85%
12 Month Ave	112,881	109,659	-2.85%	88,306	-19.47%
Year-to-Date	190,987	191,892	0.47%	162,336	-15.40%

12 Month Averages

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	126,179	112,547	-10.80%	109,614	-2.61%
April	125,534	112,093	-10.71%	109,134	-2.64%
May	123,603	111,499	-9.79%	109,578	-1.72%
June	122,305	111,010	-9.24%	109,683	-1.19%
July	120,814	110,061	-8.90%	109,610	-0.41%
August	119,375	110,231	-7.66%	108,603	-1.48%
September	118,305	109,994	-7.03%	103,616	-5.80%
October	116,748	109,463	-6.24%	98,248	-10.24%
November	116,286	109,621	-5.73%	93,185	-14.99%
December	115,152	109,583	-4.84%	90,769	-17.17%
January	113,937	109,435	-3.95%	89,401	-18.31%
February	112,881	109,659	-2.85%	88,306	-19.47%

Average Weekday Passengers

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	5,532	5,126	-7.34%	5,100	-0.51%
April	5,421	5,174	-4.56%	5,138	-0.70%
May	5,638	5,282	-6.31%	5,293	0.21%
June	5,621	5,254	-6.44%	5,311	1.08%
July	5,606	5,320	-5.10%	5,531	3.97%
August	5,453	5,310	-2.62%	5,037	-5.14%
September	5,397	5,261	-2.52%	2,409	-54.21%
October	5,315	5,256	-1.11%	2,192	-58.30%
November	5,550	5,376	-3.14%	2,336	-56.55%
December	5,238	5,218	-0.38%	4,077	-21.87%
January	5,192	5,098	-1.81%	4,031	-20.93%
February	4,839	4,981	2.93%	4,084	-18.01%

Pascack Valley Line

Revenue Passengers

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	47,702	50,939	6.79%	53,939	5.89%
April	45,172	48,263	6.84%	48,436	0.36%
May	42,449	44,520	4.88%	48,805	9.62%
June	49,117	50,236	2.28%	45,986	-8.44%
July	47,091	48,322	2.61%	47,106	-2.52%
August	44,483	49,000	10.15%	48,476	-1.07%
September	45,099	48,558	7.67%	49,428	1.79%
October	46,908	49,791	6.15%	51,546	3.52%
November	43,532	48,928	12.40%	50,376	2.96%
December	46,237	50,263	8.71%	52,532	4.51%
January	41,362	44,443	7.45%	49,026	10.31%
February	39,564	43,100	8.94%	49,091	13.90%
12 Month Ave	44,893	48,030	6.99%	49,563	3.19%
Year-to-Date	80,926	87,543	8.18%	98,117	12.08%

12 Month Averages

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	46,261	45,163	-2.37%	48,280	6.90%
April	46,341	45,420	-1.99%	48,295	6.33%
May	46,069	45,593	-1.03%	48,652	6.71%
June	46,109	45,686	-0.92%	48,298	5.72%
July	45,826	45,789	-0.08%	48,197	5.26%
August	45,625	46,165	1.18%	48,153	4.31%
September	45,401	46,453	2.32%	48,226	3.82%
October	45,050	46,694	3.65%	48,372	3.59%
November	45,179	47,143	4.35%	48,493	2.86%
December	45,147	47,479	5.17%	48,682	2.53%
January	44,978	47,736	6.13%	49,064	2.78%
February	44,893	48,030	6.99%	49,563	3.19%

Average Weekday Passengers

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	2,169	2,217	2.21%	2,347	5.86%
April	2,054	2,194	6.82%	2,305	5.06%
May	2,121	2,225	4.90%	2,325	4.49%
June	2,233	2,284	2.28%	2,091	-8.45%
July	2,144	2,302	7.37%	2,353	2.22%
August	2,116	2,228	5.29%	2,195	-1.48%
September	2,148	2,313	7.68%	2,355	1.82%
October	2,133	2,369	11.06%	2,453	3.55%
November	2,290	2,447	6.86%	2,519	2.94%
December	2,103	2,287	8.75%	2,502	9.40%
January	2,176	2,338	7.44%	2,452	4.88%
February	2,079	2,266	8.99%	2,453	8.25%

MTA Bridges & Tunnels

Revenue Vehicles

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	23,998,850	24,489,353	2.04%	23,928,232	-2.29%
April	24,558,712	24,570,400	0.05%	23,593,365	-3.98%
May	25,734,081	25,980,868	0.96%	25,144,889	-3.22%
June	25,553,456	25,937,063	1.50%	25,289,003	-2.50%
July	25,860,233	25,981,715	0.47%	25,490,788	-1.89%
August	25,809,041	26,202,259	1.52%	24,253,530	-7.44%
September	24,543,957	24,617,701	0.30%	23,976,096	-2.61%
October	25,004,440	25,470,647	1.86%	24,135,980	-5.24%
November	23,629,477	24,016,670	1.64%	23,443,442	-2.39%
December	23,496,526	22,969,330	-2.24%	23,665,382	3.03%
January	22,330,921	20,408,730	-8.61%	21,737,036	6.51%
February	19,147,302	20,176,144	5.37%	21,237,686	5.26%
12 Month Ave	24,138,916	24,235,073	0.40%	23,824,619	-1.69%
Year-to-Date	41,478,223	40,584,874	-2.15%	42,974,722	5.89%

12 Month Averages

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	24,329,779	24,179,792	-0.62%	24,188,313	0.04%
April	24,327,228	24,180,766	-0.60%	24,106,894	-0.31%
May	24,316,276	24,201,331	-0.47%	24,037,229	-0.68%
June	24,309,318	24,233,298	-0.31%	23,983,224	-1.03%
July	24,307,188	24,243,422	-0.26%	23,942,313	-1.24%
August	24,284,294	24,276,190	-0.03%	23,779,919	-2.04%
September	24,304,529	24,282,335	-0.09%	23,726,452	-2.29%
October	24,310,426	24,321,186	0.04%	23,615,230	-2.90%
November	24,313,384	24,353,452	0.16%	23,567,461	-3.23%
December	24,282,616	24,309,519	0.11%	23,625,465	-2.81%
January	24,312,656	24,149,337	-0.67%	23,736,157	-1.71%
February	24,138,916	24,235,073	0.40%	23,824,619	-1.69%

Average Weekday Vehicles

Service Month	2009 - 2010	2010 - 2011	Percent Change	2011 - 2012	Percent Change
March	787,667	814,359	3.39%	788,941	-3.12%
April	827,409	839,381	1.45%	812,864	-3.16%
May	854,983	857,707	0.32%	833,621	-2.81%
June	859,066	877,977	2.20%	855,894	-2.52%
July	853,096	867,327	1.67%	853,553	-1.59%
August	855,041	860,105	0.59%	832,806	-3.17%
September	844,803	839,296	-0.65%	823,691	-1.87%
October	833,901	837,927	0.48%	801,026	-4.40%
November	814,894	822,205	0.90%	801,634	-2.50%
December	812,383	764,702	-5.87%	793,943	3.82%
January	767,460	682,304	-11.10%	747,254	9.52%
February	698,047	750,861	7.57%	767,937	2.27%

Fuel Hedge Program

MTA Finance Committee
April 2012

Hedge Activity

Ultra Low Sulfur Diesel Hedges				
	Start	End	Lock in Price/Gal	Gallons Hedged/Mn
Trade 1	Mar-2011	Feb-2012	\$3.160	527,426
Trade 2	Apr-2011	Mar-2012	\$3.117	534,788
Trade 3	Jun-2011	May-2012	\$3.050	546,448
Trade 4	Jun-2011	May-2012	\$2.980	559,284
Trade 5	Jul-2011	Jun-2012	\$2.852	292,193
Trade 6	Jan-2012	Jun-2013	\$2.889	1,115,342
Trade 7	Mar-2012	Aug-2013	\$3.121	356,011
Trade 8	Apr-2012	Sep-2013	\$3.213	207,523
Trade 9	May-2012	Oct-2013	\$3.161	193,328

Natural Gas Hedge				
	Start	End	Lock in Price/MMBtu	MMBtus Hedged/Mn
Trade 1	Apr-2011	Mar-2012	\$4.242	235,766

Assumed commodity prices in the Financial Plan

Ultra Low Sulfur Diesel: \$2.99 for 2012 / \$2.95 for 2013

Natural Gas: \$4.16 for 2012 / \$4.70 for 2013

Annual Impact on Financial Plan (as of 4/13/2012)

	(\$ in millions)	
	<u>2012</u>	<u>2013</u>
<u>Ultra Low Sulfur Diesel</u>		
Current Prices vs. Adopted Budget	(\$16.906)	(\$5.686)
Impact of Hedge	<u>6.912</u>	<u>2.073</u>
Net Impact: Fav/(Unfav)	(\$9.994)	(\$3.613)
 <u>Compressed Natural Gas</u>		
Current Prices vs. Adopted Budget	\$25.133	\$18.904
Impact of Hedge	<u>(1.157)</u>	<u>0.000</u>
Net Impact: Fav/(Unfav)	\$23.976	\$18.904
 <u>Summary</u>		
Current Prices vs. Adopted Budget	\$8.227	\$13.218
Impact of Hedge	<u>5.755</u>	<u>2.073</u>
Net Impact: Fav/(Unfav)	\$13.982	\$15.291

Estimated impact based on monthly average price times forecast usage, which may differ from actual purchases.

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APRIL 2012
MTA REAL ESTATE
FINANCE COMMITTEE AGENDA ITEMS

1. ACTION ITEMS

MTA NEW YORK CITY TRANSIT

- a. Approval to proceed with acquisition by negotiated purchase or through condemnation of the fee interests in 30, 32, and 34 Fanchon Place (Block 3482, Lots 16, 17, and 19), Brooklyn, New York on behalf of NYCT Department of Buses and MTA Bus
- b. License Agreement with the Coney Island Development Corporation for Operation of an Information Kiosk at Stillwell Terminal, Brooklyn, NY

MTA METRO-NORTH RAILROAD

- c. Easement Grant to the County of Westchester for the operation and maintenance of a pedestrian and bicycle path in Yonkers, New York
- d. Surrender Agreement with Nextel Communications Inc. for recapture of space at 525 North Broadway in support of the North White Plains Parking and Access Improvements Project in White Plains, New York
- e. Net Lease with Heartland Brewery Holdings Inc. for the Port Chester station building in Port Chester, New York
- f. Declaration of Covenants and Restrictions and Access Agreement with the New York State Department of Environmental Conservation at the Harmon Railroad Yard in Croton-on-Hudson, New York
- g. Lease with Banana Republic, LLC relating to Retail Space B-57 and Storage Space MCS-5 at Grand Central Terminal

2. INFORMATION ITEMS

- a. Status report on month-to-month licenses
- b. Status report on agreements entered into directly by the Real Estate Department
- c. Status report on Grand Central Terminal Vanderbilt Hall events
- d. Status report on Grand Central Terminal Graybar Passage retail kiosks

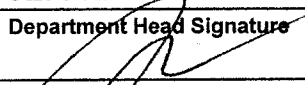
<u>Legal Name</u>	<u>Popular Name</u>	<u>Abbreviation</u>
New York City Transit Authority	MTA New York City Transit	NYC Transit
The Long Island Rail Road Company	MTA Long Island Rail Road	LIRR
Metropolitan Suburban Bus Authority	MTA Long Island Bus	LI Bus
Metro-North Commuter Railroad Company	MTA Metro-North Railroad	MNR
Triborough Bridge and Tunnel Authority	MTA Bridges and Tunnels	MTA B&T
MTA Capital Construction Company	MTA Capital Construction	MTACC
MTA Bus Company	MTA Bus Company	MTA Bus

Staten Island Rapid Transit Operating Authority is a subsidiary of the Metropolitan Transportation Authority. Its popular name is MTA Staten Island Railway (abbreviated SIR).

Manhattan and Bronx Surface Transit Operating Authority is a subsidiary of the New York City Transit Authority (abbreviated as MaBSTOA).

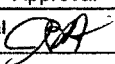


MTA NEW YORK CITY TRANSIT

Staff Summary

Subject PROPERTY ACQUISITION
Department REAL ESTATE
Department Head Name JEFFREY B. ROSEN
Department Head Signature 
Project Manager Name MICHAEL T. THADATHIL

Date April 23, 2012
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	04/23/12	X		
2	Board	04/25/12	X		

Internal Approvals			
Order	Approval	Order	Approval
		1	Legal 
3	Chief of Staff 		
2	Chief Financial Officer 		

AGENCY: MTA New York City Transit ("NYCT")

SELLER: 30-32-34 Fanchon Place Corporation ("Fanchon Corp")

PROPERTY: 30, 32, and 34 Fanchon Place, East New York, Brooklyn; Block 03482, Lots 16,17, & 19 (the "Properties")

ACTIVITY: Acquisition of fee title

ACTION REQUESTED: Approval of terms

PROPERTY SIZE: Approx. 8,000 square feet

CURRENT USE: Vacant land

IMPROVEMENTS: NYCT will build the new Department of Buses Command Center on the property

COMPENSATION: To be determined.

COMMENTS:

NYCT Capital Program Management plans to construct a new Bus Command Center ("BCC") in East New York and has identified a site that includes the Properties, which are designated as Kings County Block 03482, Lots 16, 17 and 19, as the project's preferred location. The Properties are located across the street from the East New York Bus Depot at 25 Jamaica Avenue ("Jamaica Depot"). NYCT already owns the two lots (shown as Lots 7 and 20 on the site plan below) on either side of the Properties. Board approval is sought to acquire the Properties, either by negotiation or condemnation.

The new BCC will be a state-of-the art hub for control of NYCT's new Bus Radio System and will replace the BCC at the Jamaica Depot, which no longer meets the New York State Building and Fire Code's seismic requirement. The existing Jamaica Depot facility will serve as a backup to the new BCC. NYCT has determined that no other MTA-owned properties are suitable for the new BCC, thus necessitating the acquisition of private properties.

NYCT initially intended that the BCC would be built on lot 7 alone. However, the presence of the subway under a portion of lot 7 would require the construction of a small footprint multi-story building cantilevered over the subway tunnel. Such a cantilevered building would present design and construction challenges and significantly increase the estimated cost of the building.

Staff Summary

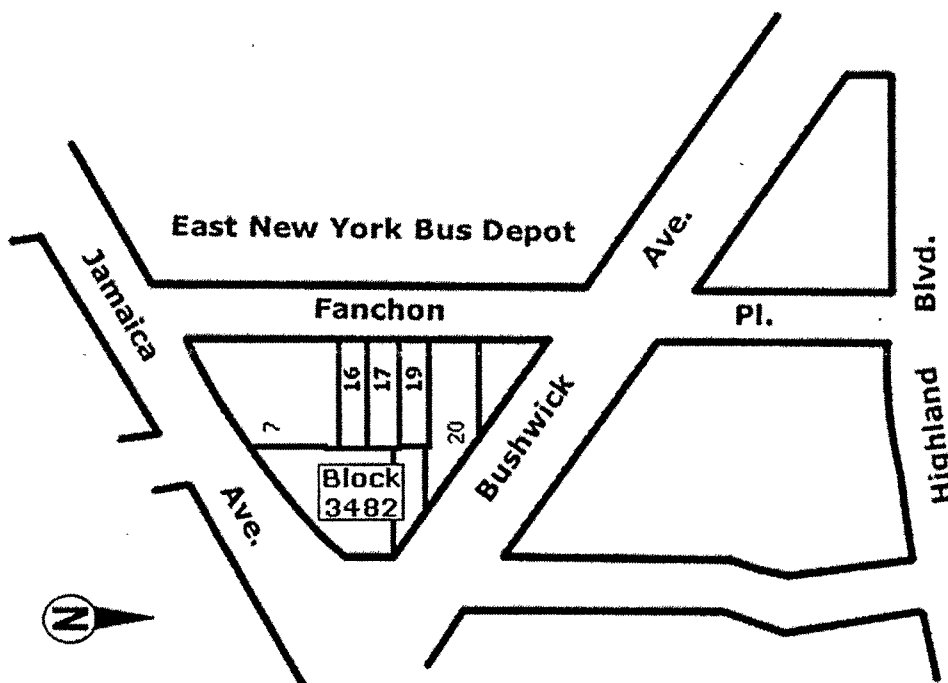
FINANCE COMMITTEE MEETING Fanchon Place (Cont'd.)

Acquisition of the Properties would allow NYCT to shift the location of the BCC away from the below-ground subway infrastructure. If it were shifted, the BCC would have fewer, larger floors, resulting in a less expensive and more efficient building. The shifted BCC building would occupy the entire footprint of the Properties, all of lot 20, and approximately 70% of lot 7. Since the remaining 30% of lot 7 contains the subway tunnel underneath, that portion of lot 7 will not be built on and instead will be incorporated into the design as the main plaza entrance to the building complex.

NYCT Capital Construction estimates construction on an assembled site would provide a net saving of \$10.4 million relative to the cantilevered construction option. MTA Real Estate anticipates the Properties can be acquired for 10% or less of such \$10.4 million in anticipated construction cost savings.

MTA Real Estate will seek to acquire the Properties through a negotiated agreement. However, if a voluntary transaction cannot be consummated in a timely manner and on reasonable terms, MTA may be compelled to take steps necessary to acquire the Properties in accordance with the Eminent Domain Procedure Law.

MTA Real Estate requests approval of the attached Resolution authorizing the Chairman or his designee to take all necessary actions to acquire a fee interest in the Properties by negotiated settlement or condemnation. The MTA and Federal Transit Administration (FTA) have completed the necessary environmental review, concluding that the Bus Radio System project will not have any significant adverse environmental impact.



BOARD RESOLUTION

WHEREAS, MTA New York City Transit ("NYCT") plans to design and construct a new Bus Command Center in East New York, which will be a key element of its Bus Radio System;

WHEREAS, acquisition of Lots 16, 17, and 19 in Kings County Block 03482 (a/k/a 30, 32 and 34 Fanchon Place, Brooklyn, New York) (the "Properties") will allow NYCT to construct the Bus Command Center on those lots and on the adjacent lots 7 and 20;

WHEREAS, MTA Real Estate will seek to reach an agreement to acquire the Properties at a reasonable negotiated price;

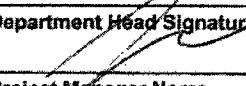
WHEREAS, if such a negotiated agreement cannot be concluded in a timely manner, acquisition of the Properties by eminent domain will allow NYCT to move forward with the project.

NOW, THEREFORE BE IT

RESOLVED, that in accordance with the Eminent Domain Procedure Law and Section 1267 of the Public Authorities Law, the Chairman or designated staff member of the Authority is authorized to proceed with the acquisition by negotiated agreement or eminent domain of fee interests in the Properties described above and to schedule and undertake such preliminary steps, including holding a public hearing, as may be required under the Eminent Domain Procedure Law, in connection with the acquisition.




This Resolution shall take effect immediately upon its adoption.

Staff Summary

Subject LICENSE AGREEMENT
Department REAL ESTATE
Department Head Name JEFFREY B. ROSEN
Department Head Signature 
Project Manager Name IAN SALSBERG

Date APRIL 23, 2012
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	4/23/12	X		
2	Board	4/25/12	X		

Internal Approvals			
Order	Approval	Order	Approval
		1	Legal 
3	Chief of Staff 		
2	Chief Financial Officer 		

AGENCY: New York City Transit ("NYCT")
LICENSEE: Coney Island Development Corporation ("CIDC")
LOCATION: Retail unit 23 at the Coney Island/Stillwell Avenue Terminal, Brooklyn, NY
ACTIVITY: Welcome booth and information kiosk
ACTION REQUESTED: Approval of terms
TERM: Up to five years, subject to termination at will by MTA on 60 days' notice.
SPACE: Approximately 174 sq. ft.
COMPENSATION:

	<u>Annual</u>	<u>Monthly</u>	<u>% Increase</u>
Year 1:	\$6,000.00	\$500.00	—
Year 2:	\$6,300.00	\$525.00	5%
Year 3:	\$6,612.00	\$551.00	5%
Year 4:	\$6,948.00	\$579.00	5%
Year 5:	\$7,296.00	\$608.00	5%

COMMENTS

Retail unit 23 at the Coney Island/Stillwell Avenue subway station complex was previously marketed via a request for proposals ("RFP") process. The selected proposer planned to open a dim sum food concession but declined to proceed with the transaction when the New York City Department of Health and Mental Hygiene determined that a bathroom would be required for the unit even though food preparation would be done off site. Due to site conditions a bathroom is not feasible within the space, and MTA did not proceed with the selected proposer.

Subsequently, as MTA Real Estate prepared to re-offer the space through an RFP, it was approached by the New York City Economic Development Corporation ("EDC") with a proposal to use the space as a welcome center and information kiosk for visitors to Coney Island. The welcome center will be operated by the CIDC, a not-for-profit local development corporation, and will provide information about local attractions and sell tickets to area amusement parks. CIDC has agreed to undertake a full build-out of the space and to pay competitive monthly compensation relative to other small concessions at Stillwell Terminal.

Staff Summary

FINANCE COMMITTEE MEETING

Coney Island Development Corporation (Cont'd.)



Metropolitan Transportation Authority

Page 2 of 2

CIDC's proposed use will benefit visitors to Coney Island, and help CIDC and EDC achieve their mission of promoting local businesses in Coney Island, while NYCT will have the benefit of a fully built-out space suitable for re-marketing upon the completion of the license term.

Based on the foregoing, MTA Real Estate requests authorization to enter into a license agreement with CIDC for Retail Unit 23 at Stillwell Terminal on the above-described terms.

MTA METRO NORTH RAILROAD

Staff Summary



Metropolitan Transportation Authority

Page 1 of 1

Subject PERMANENT EASEMENT
Department REAL ESTATE
Department Head Name JEFFREY B. ROSEN
Department Head Signature
Project Manager Name BENSON GOODWYN

Date APRIL 23, 2012
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	04/23/12	X		
2	Board	04/25/12	X		

Internal Approvals			
Order	Approval	Order	Approval
		1	Legal
3	Chief of Staff		
2	Chief Financial Officer		

AGENCY: MTA Metro-North Railroad ("Metro-North")
GRANTEE: County of Westchester ("Westchester")
LOCATION: Metro-North's Hudson Line, west of the Glenwood Station platform
ACTIVITY: Construction and use of a recreational trail as part of Westchester's "RiverWalk" Project
ACTION REQUESTED: Approval of terms
TERM: Permanent
SPACE: Approximately 2,288 square feet
COMPENSATION: One dollar, payment waived

COMMENTS

Westchester has undertaken construction of a project commonly known as RiverWalk, which is a recreational trail running along the Hudson River through the various river towns within Westchester County. The trail is designed for recreational purposes such as walking, running, biking, rollerblading, and other similar activities.

To enable construction of a portion of RiverWalk connecting to Metro-North's Glenwood Station on the Hudson Line, Westchester requires a 2,288 square foot permanent easement on the west side of the station. The easement will allow RiverWalk users to directly access Metro-North's southbound platform, and will allow neighborhood residents and northbound Metro-North customers to access RiverWalk via the overpass to the southbound platform. Metro-North will have access rights as needed over the easement area to support its operations.

Pursuant to the Public Authorities Law Section 2897, an appraisal of the proposed non-exclusive easement was obtained. The easement, located on a narrow strip of land between the southbound platform at Glenwood and a public park, was valued at \$7,000. No compensation is being required from Westchester, as the easement grant is for a public benefit, the easement will continue to be held by Westchester only for public recreational purposes, and there is no reasonable alternative to the transfer that would achieve the same purpose.

It is recommended that the Board adopt the resolution attached to this Staff Summary authorizing Metro-North to enter into an easement agreement with Westchester on the above-described terms.

BOARD RESOLUTION

METRO-NORTH COMMUTER RAILROAD

WHEREAS, Westchester County (the "County") has requested a non-exclusive permanent easement over certain real property controlled by Metro-North Commuter Railroad ("Metro-North") via the Harlem-Hudson Lease for use as part of the County's RiverWalk;

WHEREAS, the appraised value of the easement area is \$7,000 and there will be no compensation paid by the County;

WHEREAS, acquisition of this easement will allow users of the County's RiverWalk to directly access the Glenwood Station, without impacting Metro-North's operations; and

WHEREAS, the Board has considered all of the information set forth in the staff summary to which this resolution is attached (the "Staff Summary");

NOW THEREFORE, BE IT:

RESOLVED, that the Board hereby determines that there is no reasonable alternative to the below market transfer of the easement to the County that would achieve the same purpose of such transfer and the Board hereby approves such transfer on the terms set forth in the Staff Summary and authorizes Metro-North to enter into an easement agreement with the County.

Staff Summary



Metropolitan Transportation Authority

Page 1 of 2

Subject LEASE TERMINATION AGREEMENT
Department REAL ESTATE
Department Head Name JEFFREY B. ROSEN
Department Head Signature
Project Manager Name BENSON GOODWYN

Date APRIL 23, 2012
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	04/23/12	X		
2	Board	04/25/12	X		

Internal Approvals			
Order	Approval	Order	Approval
		1	Legal
3	Chief of Staff		
2	Chief Financial Officer		

AGENCY: MTA Metro-North Railroad ("Metro-North")
LESSEE: Nextel Communications, Inc., successor to Nextel of New York, Inc. ("Nextel")
LOCATION: 525 North Broadway – 50 Haarlem Avenue, White Plains, NY (the "Property")
ACTIVITY: Lease termination and fixture payment
ACTION REQUESTED: Approval of terms
TERM: N/A
SPACE: Approximately 300 square feet plus use of smokestack for antenna placement
COMPENSATION: \$150,000

COMMENTS

MTA Real Estate acquired the Property on behalf of Metro-North in 2008. In addition to an office building, to which various Metro-North user groups were relocated from other locations, the Property contains a 112-space commuter parking garage, two paved at-grade parking lots and a utility building. Metro-North is in the process of designing a new North White Plains parking garage, which will replace the existing garage, the utility building, and one of the at-grade parking lots with approximately 500 new commuter parking spaces. The former owner of the Property leased a portion of the at-grade space and space on the smokestack of the utility building to Nextel for a cell site and antenna. The cell site and antenna must be removed prior to construction of the new garage. This will require an early termination of the Nextel lease, which currently has a remaining term of approximately 20 years.

Nextel has provided an estimate of relocation costs in the amount of \$150,000 and has agreed to terminate its lease and to vacate the premises in a timeframe consistent with Metro-North's project schedule in consideration of a termination and fixture payment in that amount. For the reasons set forth below, MTA Real Estate and MTA Legal believe that compensation to Nextel in the sum of \$150,000 is fair and reasonable.

If MTA were compelled to terminate Nextel's lease by condemnation, Nextel would be entitled to compensation for (1) its trade fixtures that are abandoned at our site and (2) its reasonable costs to dismantle, move and reassemble movable property at a new location. In preparation for negotiations and potential condemnation, MTA Real Estate procured a trade fixture appraisal that estimated the value of all Nextel equipment installed at the Property in an amount greater than the proposed \$150,000 settlement figure. MTA's condemnation counsel further advises that moving cost claims for similar telecommunications equipment that was moved in connection with another MTA project were higher than \$150,000. Condemnation proceedings also entail substantial litigation costs and delay. Therefore, whether Nextel's equipment is evaluated as a trade fixture claim or a relocation cost claim, the \$150,000 settlement figure is less than MTA's likely

Staff Summary

FINANCE COMMITTEE MEETING



Metropolitan Transportation Authority

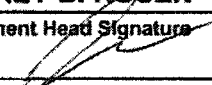
Nextel Communications, Inc., successor to Nextel of New York, Inc (Cont'd.)

Page 2 of 2

exposure in a condemnation proceeding, and this settlement avoids the substantial litigation costs and delay associated with condemnation.

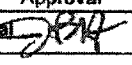
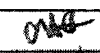

Based upon the forgoing, the Real Estate Department requests Board approval the above referenced lease termination agreement.

Staff Summary

-Subject LEASE AGREEMENT
Department REAL ESTATE
Department Head Name JEFFREY B. ROSEN
Department Head Signature 
Project Manager Name DANIEL LEVINE

Date April 23, 2012
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	4/23/12	X		
2	Board	4/25/12	X		

Internal Approvals			
Order	Approval	Order	Approval
		1	Legal 
3	Chief of Staff 		
2	Chief Financial Officer 		

AGENCY: MTA Metro-North Railroad ("Metro-North")
TENANT: Heartland Brewery Holdings Inc. ("Heartland")
LOCATION: Port Chester Station on Metro-North's New Haven Line, 3 Broad Street, Port Chester, New York
ACTIVITY: Net lease of station building for operation of a restaurant and brewpub
ACTION REQUESTED: Approval of terms
TERM: Twenty years with five year extension at tenant's option
PREMISES: Building – approximately 5,630 square feet
 Adjacent land – approximately 3,600 square feet

COMPENSATION:	Year	Annual Rent	Monthly Rent	Annual Increase
	1	\$80,000.00	\$6,666.67	3.00%
	2	\$82,400.00	\$6,866.67	3.00%
	3	\$84,872.00	\$7,072.67	3.00%
	4	\$87,418.16	\$7,284.85	3.00%
	5	\$90,040.70	\$7,503.39	3.00%
	6	\$92,741.93	\$7,728.49	3.00%
	7	\$95,524.18	\$7,960.35	3.00%
	8	\$98,389.72	\$8,199.14	3.00%
	9	\$101,341.41	\$8,445.12	3.00%
	10	\$104,381.65	\$8,698.47	3.00%
	11	\$107,513.09	\$8,959.42	3.00%
	12	\$110,738.48	\$9,228.21	3.00%
	13	\$114,060.63	\$9,505.05	3.00%
	14	\$117,482.44	\$9,790.20	3.00%

Staff Summary

FINANCE COMMITTEE MEETING Lease Agreement (Cont'd.)

Page 2 of 3

15	\$121,006.91	\$10,083.91	3.00%
16	\$124,637.11	\$10,386.43	3.00%
17	\$128,376.22	\$10,698.02	3.00%
18	\$132,227.50	\$11,018.96	3.00%
19	\$136,194.32	\$11,349.53	3.00%
20	\$140,280.14	\$11,690.01	3.00%

Five-Year Extension Period

For year 21, rent will increase to the greater of 95% of fair market value or 3% over year 20 rent, then will increase 3% annually for lease years 22 to through 25.

COMMENTS:

In furtherance of a net leasing program that MTA Real Estate & Metro-North have develop with respect to selected Metro-North station buildings, a request for proposals ("RFP") was issued seeking proposals to utilize and maintain the entire historic Port Chester Station Building (the "Building") consisting of approximately 5,630 square feet with the option to develop and maintain approximately 3,600 square feet of adjacent exterior land, under a long-term lease, while maintaining the historic ticket booth and preserving a waiting area and bathrooms for Metro-North customer use.

Two proposals were received in August, 2011. One was submitted by Port Chester Beer Station for a beer garden/restaurant, and the other was submitted by Ashkenazy Acquisition Corp. ("Ashkenazy") for an International House of Pancakes franchise. After an analysis of both proposals, it was concluded that Port Chester Beer Station's overall proposal was more advantageous to the MTA as it proposed significantly higher rent, required significantly less dedicated parking, and would be the third in a string of similar establishments successfully launched by the principals of the group, while Ashkenazy was opening only its first location.

In January of 2012, after prolonged negotiations with Port Chester Beer Station had not resulted in agreement upon lease terms and conditions, MTA Real Estate decided to terminate the existing RFP and issue a new RFP, based on several factors, including unsolicited interest from Heartland and a belief that a new RFP would result in proposals significantly stronger than had been received in the original solicitation. Additionally, Metro-North wanted to add a requirement that the winning proposer oversee the replacement of the Building's roof, which had not been contemplated by the original RFP. Ashkenazy and Port Chester Beer Station were invited to submit new proposals in response to the new RFP.

In response to the new RFP, two proposals were received. The two proposers were Heartland and Capitol Café ("Capitol"). Heartland's proposal was for a restaurant/brewpub and Capitol's proposal was for a café to complement the nearby Capitol Theater, which it intends to restore for use as a regional concert hall. The present values of the rental payments proposed for the twenty year lease term, calculated with a discount rate of 9%, were \$576,419.99 for Heartland and \$540,444.44 for Capitol.

While the rent proposals were similar, there were significant disparities between the two proposals with respect to: 1) the amount of capital that the proposers planned to contribute to their respective build-outs, and the long-term benefit to Metro-North from this investment; and 2) the proposers' design concepts for the historic station building, which is eligible for listing on the National Register of Historic Places.

Heartland estimates that it will spend \$1.2 million dollars on its build out, while Capitol estimated it would invest only \$200,000. Heartland proposed improvements to the Building that include: 1) installing new gas service; 2) adding a commercial air conditioning system; 3) installing and upgrading plumbing, electric, and mechanical systems; 4) installing a furnished garden area; 5) installing new lighting consistent with the design of the station; and 6) re-introducing the port-cochere above the entryway to the station building that is visible in old photos of the structure. In addition, Heartland will assume responsibility for executing (at Metro-North's cost and subject to Metro-North oversight) certain work that is contemplated by Metro-North's current capital program, namely replacing the roof, rehabilitating the chimney and repointing the exterior walls.

Staff Summary



Metropolitan Transportation Authority

FINANCE COMMITTEE MEETING Lease Agreement (Cont'd.)

Page 3 of 3

Heartland's significant capital investment and upgraded utilities will provide a long-term benefit to Metro-North. In contrast, Capitol's identified scope of work was mainly decorative in nature, and would entail little long-term benefit to the building.

Heartland currently owns and operates seven restaurant/brewpubs in New York City, including one at the Port Authority Bus Terminal, and is in the process of opening two additional establishments of a similar nature. Heartland has significant available capital, and its principal will provide a guaranty of completion of the project.

Based on the foregoing, MTA Real Estate requests authorization to enter into a lease agreement with Heartland on the terms described above.

Staff Summary



Metropolitan Transportation Authority

Page 1 of 1

Subject HARMON YARD LAGOON
Department REAL ESTATE
Department Head Name JEFFREY B. ROSEN
Department Head Signature
Project Manager Name ALICIA BIGGS

Date APRIL 23, 2012
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	4/23/12	X		
2	Board	4/25/12	X		

Internal Approvals			
Order	Approval	Order	Approval
		1	Legal
3	Chief of Staff		
2	Chief Financial Officer		

AGENCY: MTA Metro-North Railroad ("Metro-North")

Beneficiary/grantee: New York State Department of Environmental Conservation

LOCATION: Harmon Railroad Yard Wastewater Area

ACTIVITY: Execution of a declaration of covenants and restrictions and an access agreement with the New York State Department of Environmental Conservation

ACTION REQUESTED: Approval of terms

TERM: Permanent

SUBJECT AREA: Approximately one acre

COMPENSATION: N/A

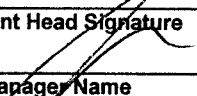
COMMENTS:

In 1992, the New York State Department of Environmental Conservation (NYSDEC) issued a Record of Decision directing the environmental remediation of an area within Metro-North's Harmon Yard after PCBs were discovered in the former wastewater retention pond (the "Lagoon"). Significant remediation has occurred at the site since then. Presently, Metro-North is in the process of obtaining a downgrading of the classification of the site by NYSDEC from a Class 2 Inactive Hazardous Waste Site ("significant threat to the public health or environment - action required") to a Class 4 Inactive Hazardous Waste Site ("site properly closed - requires continued management"). Ongoing monitoring and land-use restrictions are required because of trace amounts of contamination that will continue to be addressed through a number of recovery wells that will need to remain in operation for an indeterminate amount of time. In addition, the cap covering the remediated Lagoon cannot be breached. To address these issues, a Site Management Plan ("SMP") has been developed by Metro-North and approved by NYSDEC. The SMP addresses how the site will be monitored going forward, and also requires the execution and recording of a declaration of covenants and restrictions ("DCR") and an access agreement.

MTA Real Estate is required by NYSDEC to sign the DCR, which is an institutional control required under the SMP, and to file it in Westchester County's land records. NYSDEC also requires a non-exclusive access agreement to the Lagoon to conduct inspections of the recovery system and cap in order to confirm that Metro-North's obligations under the SMP are being met. Once these documents have been recorded, Metro-North, MTA and Midtown Trackage Ventures (the fee owner of the Harlem-Hudson Line) will receive a release of liability and covenant not to sue for failure to meet remediation obligations from the NYSDEC.

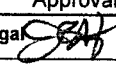
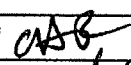

Based on the foregoing, MTA Real Estate requests authorization to execute the DCR and enter into a non-exclusive access agreement with NYSDEC.

Staff Summary

Subject LEASE AGREEMENT
Department REAL ESTATE
Department Head Name JEFFREY B. ROSEN
Department Head Signature 
Project Manager Name NANCY MARSHALL

Date APRIL 23, 2012
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	4/23/12	X		
2	Board	4/25/12	X		

Internal Approvals			
Order	Approval	Order	Approval
	Executive Director	1	Legal 
3	Chief of Staff 		
2	Chief Financial Officer 		
	Civil Rights		

Narrative

AGENCY: MTA Metro-North Railroad ("Metro-North")

LESSEE: Banana Republic, LLC dba Banana Republic

LOCATION: Retail Space B-57 and Storage Space MCS-5

ACTIVITY: The retail sale of tenant-branded women's and men's apparel and accessories

ACTION REQUESTED: Approval of Terms

TERM: Ten years

SPACE: Approximately 6170 sq. ft. and approximately 760 sq. ft. of storage space

COMPENSATION: Annual Base Rent plus 5% of gross sales over Breakpoint, as follows:

Year	Annual Base Rent	PSF	Breakpoint
1	\$1,931,210	\$313.00	\$9,500,000
2	\$1,989,146	\$322.39	\$9,500,000
3	\$2,048,821	\$332.06	\$9,500,000
4	\$2,110,285	\$342.02	\$9,500,000
5	\$2,173,594	\$352.28	\$9,500,000
6	\$2,238,802	\$362.85	\$9,500,000
7	\$2,305,966	\$373.73	\$9,500,000
8	\$2,375,145	\$384.95	\$9,500,000
9	\$2,446,399	\$396.49	\$9,500,000
10	\$2,519,791	\$408.39	\$9,500,000

STORAGE RENT: \$75.00 per sq. ft. per year, increasing annually by 3%

MARKETING: \$ 5.00 per sq. ft. per year increasing annually by 3%

TRASH: \$ 6.00 per sq. ft. per year increasing annually by 5%

Tenant may choose to contract directly for trash removal services and eliminate this charge.

SECURITY: Three months minimum rent

Staff Summary



Metropolitan Transportation Authority

Page 2 of 3

FINANCE COMMITTEE MEETING

Banana Republic, LLC dba Banana Republic (cont.)

INSURANCE: Standard

CONSTRUCTION PERIOD: Following plan approval, tenant will renovate the space on a schedule yet to be determined. Tenant may phase its work such that only certain areas of the store remain open while others are renovated. Tenant will pay rent during its renovation.

COMMENTS:

In response to a recent MTA Request for Proposals ("RFP") for Retail Space B-57, Grand Central Terminal, four proposals were received. Proposals were received from Banana Republic, LLC dba Banana Republic, Vineyard Vines Retail, LLC dba Vineyard Vines, Ann Inc. dba Loft, and Presidio International, Inc. dba AX Armani.

Per the Guidelines for Selection of Tenants for Grand Central Terminal approved by the MTA Board in November 2009, the proposals received were independently evaluated by Williams Jackson Ewing and Jones Lang LaSalle, and subsequently evaluated by the Director of GCT Development. When evaluating the proposals, two evaluation criteria were taken into account. Selection Criterion A, which accounts for 70% of the score, is designed to evaluate the direct economic value of a proposal. Selection Criterion B, which accounts for 30% of the score, is the evaluator's determination of the indirect benefit to the MTA.

As illustrated in the attached chart, the Unadjusted Guaranteed Rent Amount (i.e. the proposed guaranteed minimum rent, on a present value basis determined using a discount rate of 6%) and the Total Selection Criteria Score for Banana Republic, LLC were both higher than the Unadjusted Guaranteed Rent Amount and the Total Selection Criteria Scores for the remaining three proposers; consequently a selection committee was not convened. The rent proposed by Banana Republic, LLC exceeds the estimated fair market rental value of the subject space, as determined by Williams Jackson Ewing.

Banana Republic has been a successful tenant in the Terminal since the renovation in 1998, finding great customer loyalty for their products from people who work or live in the Grand Central neighborhood. Banana Republic provides this customer base with moderately priced clothing that appeals to both women/men in middle management positions, which is a strong market at GCT. Banana Republic has proposed a \$1 million renovation, which will include new cabinets and fixtures, renovated fitting rooms and new lighting throughout the store.

Based on the foregoing, MTA Real Estate requests authorization to enter into a lease agreement with Banana Republic, LLC on the above-described terms and conditions.

Staff Summary



Scoring	A	B	C	D	E	F	G	H	I	J
	<u>Unadjusted Guaranteed Rent Amount</u>	<u>Guaranteed Rent Adjustment Factor</u>	<u>Adjusted Guaranteed Rent Amount (A x B)</u>	<u>Unadjusted Percentage Rent Amount</u>	<u>Percentage Rent Adjustment Factor**</u>	<u>Adjusted Percentage Rent Amount (D x E)</u>	<u>Adjusted Total Rent Amount (C + F)</u>	<u>Selection Criterion A Score *** (G-70)</u>	<u>Selection Criterion B Score (0-30)</u>	<u>Total Selection Criterion Score (H + I)</u>
Banana Republic	\$16,065,357	1	\$16,065,357	\$154,994	0.28	\$43,997	\$16,109,354	70.0	20	90
Vineyard Vines	\$12,061,849	1	\$12,061,849	0	0	0	\$12,061,849	52.4	20	72.40
Loft	\$11,548,792	1	\$11,548,792	\$1,324,831	0.47	\$623,910	\$12,172,702	52.9	10	62.90
AX Armani Exchange	\$11,035,309	1	\$11,035,309	0	0	0	\$11,035,309	48.0	10	58.0
* Guaranteed Rent Adjustment Factor from 1.00 (no uncertainty about A) to as low as 0.50 (great uncertainty about A); however may be as low as 0.00 per Guidelines										
** Percentage Rent Adjustment Factor as high as 0.50 (no uncertainty about D) to as low as zero (great uncertainty about D)										
*** Selection Criterion A Score: 70 multiplied by the ratio of the Adjusted Total Rent Amount for the proposer to the highest Adjusted Total Rent Amount (from column G)										

INFORMATION ITEMS

Memorandum



Metropolitan Transportation Authority

State of New York

Date April 23, 2012
To Members of the Finance Committee
From Jeffrey B. Rosen, Director, Real Estate
Re **Status of Month-to-month Licenses for Passenger Amenities**

In June 1988, the MTA Board adopted a policy, which allows the Real Estate Department to enter into month-to-month agreements for "passenger service oriented concessions without individual Committee or Board approval". Attached is a status report of month-to-month agreements, which were executed pursuant to the policy.

TENANTS CURRENTLY ON MONTH-TO-MONTH AGREEMENTS

MONTH: APRIL 2012

AGENCY	LOCATION (STATION)	TENANT/USE	SF	DATE OF AGREEMENT	MONTHLY COMPENSATION	COMMENT
1. NYCT	WTC Station 8 th Ave. Line, Manhattan	Fakhrul Alam/Newsstand	420	January 2004	\$121.54	Special site conditions will require interim tenancy until there is a station rehab
2. NYCT	West 4 th St. Station	Bachubhai Mehta/Newsstand (2)	96 96	June 2006	\$15,435.00	Publicly offered in October 2010
3. NYCT	Grand Street Station (B and D trains), Manhattan	Mahabubar Rahman	91	April 2006	\$882.00	Publicly offered in October 2010
4. NYCT	179 th Street Station (F train), Queens	Bachubhai Mehta/Newsstand	180	January 2008	\$1,400.00	Publicly offered in October 2011
5. NYCT	51 st Street-Lexington Avenue (6 train)	Bachubhai Mehta/Newsstand (2)	192	June 2008	\$7,600.00	Publicly offered in October 2011
6. NYCT	Astor Place (6 train), Manhattan	Fakhrul Alam/Newsstand	60	September 2008	\$3,900.00	Publicly offered in October 2010
7. LIRR	Bellmore Station, Bellmore, NY	Newsstation, Inc./Newsstand	120	March 2009	\$300	To be publicly offered first quarter 2012
8. LIRR	Wantagh Station, Wantagh, NY	Newsstation, Inc./Newsstand	121	March 2009	\$300	To be publicly offered first quarter 2012
9. LIRR	Massapequa Station, Massapequa, NY	Newsstation, Inc./Newsstand	120	September 2009	\$150	To be publicly offered first quarter 2012
10. NYCT	34 th St-Penn Station, Broadway 7 th Ave. Line	IRT News, Inc. / Newsstands (4)	720	February 2010	\$12,000	To be publicly offered by October 2012
11. LIRR	Hicksville Station, Hicksville, NY	Sunset Airport Trans Corp./Taxi Parking (4 spaces)	648	December 2011	\$4,795.54	To be publicly offered first quarter 2012
12. LIRR	Hicksville Station, Hicksville, NY	LI Yellow Cab Corp./Taxi Parking (1 space)	162	December 2011	\$350.00	To be publicly offered first quarter 2012

Memorandum



Metropolitan Transportation Authority

State of New York

Date April 23, 2012

To Members of the Finance Committee

From Jeffrey B. Rosen, Director, Real Estate

Re **Report on Agreements Entered into Directly by the Real Estate Department with tenants in good standing or through the RFP or RTN process with a 5-year revenue stream, which does not exceed \$150,000, or 10-year stream not in excess of \$300,000**

Attached is a listing of agreements entered into directly by the Real Estate Department during the preceding month, pursuant to the Board's April 26, 2007 resolution.

That resolution delegates authority to the Chairman, Executive Director, and Director of Real Estate to enter into lease or license agreements with tenants on behalf of the MTA and its agencies.

For each such agreement, the term may not exceed ten years, and aggregate compensation may not exceed \$300,000, or \$150,000 for five-year agreements. The resolution similarly delegates authority to renew license agreements with tenants in good standing with the same limitations.

**REPORT ON AGREEMENTS ENTERED INTO DIRECTLY BY THE REAL ESTATE DEPARTMENT
PURSUANT TO BOARD POLICY**

April, 2012

Agency/Project Manager	Renewal/RFP Generated	Licensee	Location/Use	Term	Rental		Annual Increase	Size/Weekday Ridership	Price/SF	
					Year	Compensation			Year	PSF
A. Espinoza	Renewal	Felix and Rajakumari Selvaratnam	E 180 th Street Station, Bronx / Newsstand	10 years	1	\$11,176.20	--	345 sq ft / 5,931 passengers	1	\$32.39
					2	\$11,735.01	5%		2	\$34.01
					3	\$12,321.76	5%		3	\$35.72
					4	\$12,937.85	5%		4	\$37.50
					5	\$13,584.74	5%		5	\$39.38
					6	\$14,263.98	5%		6	\$41.34
					7	\$14,977.18	5%		7	\$43.41
					8	\$15,726.04	5%		8	\$45.58
					9	\$16,512.34	5%		9	\$47.86
					10	\$17,337.95	5%		10	\$50.25

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Memorandum



Metropolitan Transportation Authority

State of New York

Date April 23, 2012
To Members of the Finance Committee
From Jeffrey B. Rosen, Director, Real Estate
Re **GCT's Vanderbilt Hall Events Forecast**

The following report will be presented to the Real Estate Committee by GCT Development on a monthly basis. The events forecast will show events planned for Vanderbilt Hall in the next three to four month period. This calendar will always be subject to last minute changes for technical or scheduling reasons.

April 2012 Event Forecast

Event	Date	Description	Space	Use
MNR Blood Drive	April 12, 2012	As per Gabriela Vazquez. Private blood drive held by Metro North with ribbon cutting 9am-6pm	Vanderbilt Hall	Private
Education Expo	April 18, 2012	Metro newspaper to host an education and career expo with local colleges and further education facilities	Vanderbilt Hall	Public
Earth Day	April 19 - 21	Half room event with different earth friendly exhibits. Stage with activations all day. Toshiba is main sponsor	Vanderbilt Hall	Public
Panasonic	April 23 - 27, 2012	Half room event showing all the new and different consumer electronics Panasonic has to offer. Panasonic is a main sponsor of the Olympics as well. There will be photo booths, TVs, etc	Vanderbilt Hall	Public
Good Housekeeping	April 23, 2012	"Green Seal" of approval event. Different products will be displayed that have received Good Housekeeping's Green Seal of approval	Vanderbilt Hall	Public

Memorandum



Metropolitan Transportation Authority

State of New York

Date April 23, 2012
To Members of the Finance Committee
From Jeffrey B. Rosen, Director, Real Estate
Re **GCT – Graybar Passage Retail Kiosks**

The following report will be presented by GCT Development office of the Real Estate Department whenever a new retail Permit Agreement has been entered into under the Retail Kiosk program approved by the MTA Board in January 2006.

GRAND CENTRAL TERMINAL
GRAYBAR PASSAGE RETAIL KIOSK PROGRAM
New Licensees-Month of April 2012

Licensee	License Dates	Use	Monthly Compensation
Skendzic Photography	4/1/2012-4/30/2012	The retail sale of licensee produced photography	4/2012 \$2500