



**Metropolitan Transportation Authority**

# **Finance Committee Meeting**

## **January 2014**

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### **Committee Members**

A. Saul, Chair  
F. Ferrer, Vice Chair  
A. Albert  
J. Ballan  
J. Banks, III  
R. Bickford  
N. Brown  
A. Cappelli  
J. Kay  
C. Moerdler  
M. Page  
M. Pally  
J. Sedore, Jr.  
C. Wortendyke

# MEETING AGENDA

## MTA FINANCE COMMITTEE

Monday, January 27, 2013 – 12:30 PM

347 Madison Avenue  
Fifth Floor Board Room  
New York, NY

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IX. BRIDGES AND TUNNELS (No Items)	

## AGENDA ITEMS

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- X. FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY (No Items)
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- XII. REAL ESTATE AGENDA
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- XIII. EXECUTIVE SESSION

Date of next meeting: Monday, February 24, 2013 at 12:30 PM

Minutes of the MTA Finance Committee Meeting  
December 16, 2013  
347 Madison Avenue  
New York, NY  
12:30 PM

The following Finance Committee members attended:

Hon. Andrew M. Saul, Chairman  
Hon. Fernando Ferrer  
Hon. Andrew Albert  
Hon. Jonathan A. Ballan  
Hon. Robert C. Bickford  
Hon. Allen P. Cappelli  
Hon. Charles G. Moerdler  
Hon. Mitchell H. Pally  
Hon. Carl V. Wortendyke

The following Finance Committee members did not attend:

Hon. John H. Banks III  
Hon. Norman Brown  
Hon. Jeffrey A. Kay  
Hon. Mark Page  
Hon. James L. Sedore, Jr.

The following Board Members were also present:

Hon. Ira Greenberg  
Hon. Susan Metzger

The following also attended:

Robert Foran  
Douglas Johnson  
Patrick McCoy  
Jeffrey Rosen

Chairman Andrew M. Saul called the December 16, 2013 meeting of the Finance Committee to order at 12:30 PM.

**I. Public Comments**

There was no public speakers.

**II. Approval of Minutes**

The MTA Board approved the minutes to its prior meeting held on November 12, 2013.

**III. Committee Work Plan**

There are no changes to the Work Plan for December 2013. The 2014 Finance Committee Work Plan was submitted for review. Douglas Johnson stated that on July 24, 2013, the Board



approved changing the committees' structure and scheduling to meet at least eleven per year, effective January 1, 2014.

#### **IV. Budgets/Capital Cycle**

##### **A. BudgetWatch**

Mr. Johnson noted that there is no BudgetWatch presentation for December and that CFO Robert Foran will be presenting the MTA 2014 Budget & Financial Plan 2014-2017 Adoption Materials. The 2013 Year-End Flash BudgetWatch will be presented in January 2014.

##### **B. FinanceWatch**

Patrick McCoy presented Finance Watch.

On November 19, 2013, MTA executed a \$7,636,954 million ultra-low sulfur diesel fuel hedge with J.P. Morgan Ventures Energy Corporation at an all-in price of \$2.7867/gallon. Three of MTA's existing approved commodity counterparties participated in bidding on the transaction: Deutsche Bank, Goldman, Sachs & Co./J Aron and J.P. Morgan Ventures Energy Corporation. The hedge covers the period from November 2014 through October 2015. At the time of the bid, Deutsche Bank's bid was non-actionable due to noncompliance with a European regulatory requirement.

On November 15, 2013, MTA effected a mandatory tender and remarketed through competitive bidding \$83.5 million of Triborough Bridge and Tunnel Authority General Revenue Bonds, Subseries 2008B-1, pursuant to the terms of the bonds. MTA converted the Subseries 2008B-1 bonds from a term-rate mode to a fixed rate mode. The winning bid for this Series of bonds was submitted by J.P. Morgan Securities LLC. Hawkins Delafield & Wood LLP served as bond counsel, and Lamont Financial Services was financial advisor.

On January 2, 2014 MTA will effect a mandatory tender and remarket \$66.3 million of TBTA General Revenue Refunding Bonds, Series 2005B-4a and 4b, because the Interest Rate Period are set to expire by their terms. The transaction will be led by remarketing agent Barclays, together with co-remarketing agents Duncan-Williams, Inc. and Oppenheimer & Co., Inc. (joint venture). Hawkins Delafield and Wood will serve as bond counsel and Lamont Financial will serve as financial advisor.

In December 2013, MTA expects to issue \$228.845 million of TBTA Subordinate Revenue Refunding Bonds, Series 2013D, to refund outstanding TBTA Subordinate Revenue Refunding Bonds, Series 2002E and additionally, to purchase through a tender offer certain nonrefundable maturities of the Series 2002E bonds. The Series 2013D bonds will be issued as federally taxable obligations. Nixon Peabody will serve as bond counsel and Lamont Financial will serve as financial advisor. The Board approved this issue in November 2013.

Mr. Ballan asked about the NPV savings with regard to the TBTA 2013D transaction.

Mr. McCoy confirmed that the TBTA 2013D transaction achieved a NPV savings of approximately \$5.5 million.

## **V. MTA Headquarters and All-Agency Items**

### **A. Action Items**

Mr. Johnson reported that there were nine action items.

#### **1. MTA's 2014 Budget and 2014-2017 Financial Plan Adoption Materials**

Presented by Mr. Foran, the MTA was seeking to obtain Board approval on the MTA Budget for 2014 and the 2014-2017 Financial Plan. Mr. Foran stated that he would present highlights from the Staff Summaries and items that the Finance Committee will advance for Board approval.

Mr. Albert questioned the exclusion of some service enhancements and service restorations related to NYCT. Mr. Johnson stated that the service enhancements and service restorations that were presented in the July 2013 Financial Plan were now rolled to the 2014 Financial Plan, so that they could be voted on by the Board.

Mr. Albert questioned about why the J Train extension to the Fulton Street Center was not included in the plan. Mr. Saul stated that there is a commitment to restore services, but noted that there are uncertainties in the Budget. A commitment was made to review the expenses for the next six months and then make some determinations in July 2014.

Mr. Moerdler positively commented on the Budget presentation and Mr. Saul's comments and stated that he did not believe that the proposed triple zeroes were realistic or appropriate for either the represented or non-represented employees.

Mr. Cappelli made a motion to amend the Budget by \$25 million for service restorations, service enhancements, and investments in improving the transit system around the region. The motion was second by Mr. Pally. Mr. Pally commented on the need to improve headways on the commuter railroads.

Mr. Ferrer made a motion to table the motion to amend the Budget to the full Board. The motion was second by Mr. Moerdler. The motion was unanimously passed.

Mr. Ballan asked if there was ever an attempt made to give non-union managers raises through productivity enhancements. Mr. Foran commented not in his experience with the MTA, but it was discussed at one point in the past. Non-represented workers received hard zeroes, with any productivity improvements accruing to the company.

Mr. Ballan asked if there should be changes made to the proposed budget based on the potential increases in capital and operating costs associated with the Metro North derailment. Mr. Foran commented that casualty loss would probably be covered within the standard casualty retention, which will make the general reserve available to cover any casualty costs. He further stated that the general reserve will cover any operating costs once they are determined, and that any capital costs will be included in the next capital budget.

A motion was made to advance the MTA Budget for 2014 and the 2014-2017 Financial Plan to the Board for approval. The motion was second by Mr. Saul. The Committee voted to recommend the action item before the Board for approval, with two abstentions by Mr. Pally and Mr. Cappelli noted.

## **2. Executive Order 88 Energy Audit and Retrocommissioning Studies**

The MTA was seeking to obtain Board approval to have energy audits and retrocommissioning studies performed in MTA facilities utilizing the services of New York Power Authority (NYPA), consistent with the MTA/NYPA Energy Services Program Agreement approved by the Board in December 2005 and in furtherance of the objectives of Executive Order 88, governing the improvement of energy efficiency in State buildings.

The Committee voted to recommend the action item before the Board for approval.

## **3. Authorization to Issue Transportation Revenue Bonds, Dedicated Tax Fund Bonds, TBTA General Revenue Bonds, and TBTA Subordinate Revenue Bonds**

Presented by Mr. McCoy, The MTA Finance Department was seeking MTA and TBTA Board authorization and approval of the necessary documentation to issue new money bonds to finance up to \$2.0 billion of capital projects set forth in existing approved transit and commuter capital programs, and up to \$330 million to finance capital projects set forth in existing approved bridges and tunnels capital programs. The MTA Finance Department will report to the Board on the status of the proposed debt issuance schedule, the results of each bond issue and planned bond issues.

The Committee voted to recommend the action item before the Board for approval.

## **4. Authorization of Supplemental Resolutions Authorizing Refunding Bonds**

Presented by Mr. McCoy, The MTA Finance Department was seeking MTA and TBTA Board approval of the supplemental resolutions attached to the staff summary authorizing the issuance of refunding bonds, from time to time, subject, if applicable, to the refunding policy adopted by the Board in May, 2010, as amended from time to time, and provided that the MTA Chief financial Officer or the MTA Director of Finance makes a determination that the refunding of such bonds or other obligations will be beneficial to the obligors thereof and/or their affiliates and subsidiaries.

Mr. Ballan asked about low to high refundings or refundings to change covenants where there would be no savings. Mr. McCoy commented that specific Board authorization would be sought before undertaking any of those types of transactions.

The Committee voted to recommend the action item before the Board for approval.

## **5. Authorization to Increase the Authorized Amount of Open Market Purchases of MTA, TBTA, DTF Bonds and 2 Broadway Certificates of Participation.**

Presented by Mr. McCoy, this staff summary is seeking MTA and TBTA Board approvals to increase the authorized amount of open market purchases of MTA Transportation Revenue Bonds, Dedicated Tax Fund Bonds, TBTA General Revenue Bonds, TBTA Subordinate Revenue Bonds and 2 Broadway Certificates of Participation ("MTA Bonds") from \$25 million to \$50 million.

Mr. Albert asked how long the authority for the purchases would last. Mr. Foran noted that staff would come back to the Board for renewal of the authority next year.

Mr. Moerdler asked about the status of MTA's outstanding auction rate securities and if they are having any impact on MTA's overall credit rating and market perception. Mr. McCoy gave an update on MTA's outstanding auction rate securities (directed Mr. Moerdler to the reports contained in Finance Watch), provided a general update on the auction rate securities market, and commented that MTA's overall credit rating and market perception are not being negatively affected by its outstanding auction rate securities.

The Committee voted to recommend the action item before the Board for approval.

#### **6. Authorization to Amend Existing Fuel Hedge Swap Agreements to Conform Rating Downgrade Termination Events to MTA Board Approved Swap Guidelines.**

Presented by Mr. McCoy, this staff summary is to obtain Board approval of the attached resolution to authorize MTA to amend the definition of Additional Termination Event in existing fuel hedge swap agreements with respect to swap counterparties, so that the definition is consistent with Board approved Swap Guidelines.

The Committee voted to recommend the action item before the Board for approval. Mr. Moerdler abstained from the vote on Fuel Hedge Swap Agreements.

#### **7. Authorization to Approve Financial Advisor, and Swap Advisor**

Presented by Mr. McCoy, the Finance Department submitted a Staff Summary seeking to obtain MTA and TBTA Board approval of a contract with The PFM Group for financial advisory services in connection with the issuance of MTA and TBTA bonds and other obligations and to obtain MTA and TBTA Board approval of a contract with Mohanty Gargiulo, LLC for swap advisory services in connection with managing the existing portfolio of derivative contracts and for execution of new derivatives.

The Committee voted to recommend the action item before the Board for approval.

#### **8. MTA and TBTA Reimbursement Resolutions for Federal Tax Purposes**

Presented by Mr. Johnson, the Treasury Department submitted a Staff Summary seeking to obtain MTA and TBTA adoption of the reimbursement resolutions, which are required by Federal tax law to preserve the ability to finance certain capital projects on a tax exempt basis.

The Committee voted to recommend the action item before the Board for approval.

#### **9. Approval of Environmental Liaison Counsel**

Presented by Mr. Johnson, this staff summary is to authorize MTA Agency use of a law firm servicing as environmental liaison counsel for a group of defendants, including MTA New York City Transit, in federal court contribution lawsuits brought to recover environmental remediation costs.

Mr. Ballan asked about the rates for the services that will be provided and about the pool of firms that will be providing the legal service. James Henly commented that the rates were reasonable and that he was satisfied with the firms in the pool. Mr. Moerdler and Mr. Ballan both requested copies of the listing of the firms to ensure that there is no conflict of interest.

The Committee voted to recommend the action item before the Board for approval.

#### **B. Procurements**

There were five procurements for HQ, including one non-competitive and four competitive for a total of \$3,480,000.

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

### **VI. Metro-North and Long Island Railroad**

#### **A. Action Items**

There were no action items for MNR.

#### **B. Procurements**

Mr. Saul led a discussion of several Committee members about receiving volume discounts on large and longstanding service contracts and obtaining reports on change orders (cost increases related to hourly rates, overhead and profit) associated with longstanding consulting service contracts. Michael Horodniceanu was present at the meeting to discuss the issues. As a result, a motion was made by Mr. Moerdler for Capital Construction to come back to the Finance Committee within 60 days with an analysis of its change orders of large consultant contracts (specifically Metro North procurements for URS Corporation and Louis T. Klauder and Associates) to see the history of usage, rate and overhead requirements. Ultimately, based on this analysis, the Committee would formulate an official policy that would put the same limitations on the types of change orders that would be allowed on other procurements without Board Approval. This item will be added to the 2014 Finance Committee Workplan for February or March 2014. The motion was second and moved by the Committee.

There were four procurements for MNR for a grand total of \$11,084,563. Two are Non-Competitive and two are Competitive. One large Competitive procurement for \$17,935,000 was removed. It was a large modification with multi-agencies (IT).

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

There were four Competitive procurements (two are for large modifications managed by MTA Capital Construction, one is a Multi-Agency, and one is for an RFP) for a grand total of \$157,308,818.

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

## **VII. NYCT/MTA Bus Operations**

### **A. Action Item**

There were no action items for NYCT/MTA Bus

### **B. Procurements**

There were three procurements for NYCT/MTA Bus Operations for a grand total of \$345,422,088. One is non-competitive and two are competitive for RFP's.

NOTE: One Competitive is for a fleet purchase of 690 Low Floor 40-foot Diesel Buses and related items for a total of \$332,583,617.

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

## **VIII. Bridges and Tunnels**

### **A. Action Item**

There were no action items for Bridges and Tunnels

### **B. Procurements**

There were no procurement for Bridges and Tunnels.

## **IX. FMTAC**

There were no procurements items for FMTAC.

## **X. MTA Consolidated Reports**

This month includes November 2013 results compared to the mid-year forecast.

## **XII. Real Estate Agenda**

### **A. Action Items**

Jeffrey Rosen noted that there were seven action items for committee approval. Mr. Rosen reported that he had removed the grant of easement to 20 North Realty, LLC from the action items for vote this month. Mr. Rosen also highlighted one such item: the master lease with an entity to be format by Westfield Americas Limited Partnership, relating to portions of the Fulton

Center in Lower Manhattan. With the removal of the item noted above, the Committee voted to recommend the remaining seven action items before the Board for approval.

**XIII. Adjournment**

Upon motion duly made and seconded, the December 16, 2013 meeting of the Finance Committee was adjourned.

Respectfully submitted,

Patrick Isom  
Manager, Financial Analysis

# 2014 Finance Committee Work Plan

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## I. RECURRING AGENDA ITEMS

### Responsibility

BudgetWatch  
 FinanceWatch  
 Approval of Minutes  
 Procurements (if any)  
 Action Items (if any)  
 MTA Consolidated Reports

MTA Div. Mgmt/Budget  
 MTA Finance  
 Board Secretary  
 Procurement  
 Agency  
 MTA Budget

## II. SPECIFIC AGENDA ITEMS

### Responsibility

### **February 2014**

#### *Action Items:*

2013 TBTA Operating Surplus  
 Mortgage Recording Tax – Escalation Payments to Dutchess,  
 Orange and Rockland Counties

B&T/MTA

MTA Treasury, MTA  
 Div. Mgmt/Budget

#### *Other:*

February Financial Plan 2014-2017  
 Contract Change Order Report

MTA Div. Mgmt/Budget  
 MTA Capital Programs

### **March 2014**

#### *Action Items:*

All-Agency Real Property Disposition Guidelines and All-Agency  
 Personal Property Disposition Guidelines  
  
 All-Agency Annual Procurement Report

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

#### *Other:*

MTA Prompt Payment Annual Report 2013  
  
 Change Orders to Capital Construction Contracts

MTA Business Service  
 Service  
 MTA Capital Construction

### **April 2014**

#### *Action Item:*

MTA 2013 Annual Investment Report

MTA Treasury

#### *Other:*

Annual Report on Variable Rate Debt

MTA Finance

### **May 2014**

#### *Action Item:*

Station Maintenance Billings Approval

MTA Comptroller

#### *Other:*

Annual Pension Fund Report (Audit Committee Members to be invited)  
 Annual FMTAC Meeting  
 Annual FMTAC Investment Performance Report  
 Contract Change Order Report

MTA Labor  
 MTA RIM  
 MTA RIM  
 MTA Capital Programs

### **June 2014**

#### *Action Item:*

PWEF Assessment

MTA Capital Program  
 Mgmt/ MTA Div.  
 Mgmt/Budget



<i>Other:</i>	
Update on the Business Service Center	MTA Business Service Service
Update on IT Transformation	MTA Information Technology
<b><u>July 2014</u></b>	
2015 Preliminary Budget/July Financial Plan 2015-2018 (Joint Session with MTA Board)	MTA Div. Mgmt/Budget
<b><u>September 2014</u></b>	
2015 Preliminary Budget/July Financial Plan 2015-2018 (materials previously distributed)	MTA Div. Mgmt/Budget
<i>Action Item:</i>	
Resolution to Authorize the Execution, Filing and Acceptance of Federal Funds 2015-2019 Capital Plan	MTA Grant Mgmt. MTA Capital Programs
<i>Other:</i>	
Annual Report – Fuel Hedge Program	MTA Div. Mgmt/Budget
Contract Change Order Report	MTA Capital Programs
<b><u>October 2014</u></b>	
2015 Preliminary Budget/July Financial Plan 2015-2018 (materials previously distributed)	MTA Div. Mgmt/Budget
<i>Other:</i>	
Annual Review of MTA's Derivative Portfolio	MTA Finance
MTA 2014 Semi-Annual Investment Report	MTA Treasury
<b><u>November 2014</u></b>	
2015 Final Proposed Budget/November Financial Plan 2015-2018 (Joint Session with MTA Board)	MTA Div. Mgmt/Budget
<i>Other:</i>	
Station Maintenance Billing Update	MTA Comptroller
Review and Assessment of the Finance Committee Charter	MTA CFO
Contract Change Order Report	MTA Capital Programs
<b><u>December 2014</u></b>	
Adoption of 2015 Budget and 2015-2018 Financial Plan	MTA Div. Mgmt/Budget
<i>Action Items:</i>	
MTA and TBTA Reimbursement Resolutions for Federal Tax Purposes	MTA Treasury
Authorization to issue Transportation Revenue Bonds, Dedicated Tax Fund Bonds, TBTA General Revenue Bonds, and TBTA Subordinated Revenue Bonds	MTA Finance
Approval of Supplemental Resolutions Authorizing Refunding Bonds	MTA Finance
<i>Other:</i>	
Draft 2015 Finance Committee Work Plan	MTA Div. Mgmt/Budget
<b><u>January 2015</u></b>	
<i>Financing Issues:</i>	
Special Report: Finance Department 2014 Year-End Review	MTA Finance

## **DETAILS**

### **FEBRUARY 2014**

#### *Action Items:*

#### **2013 TBTA Operating Surplus**

MTA Bridges and Runnels should be prepared to answer questions on a staff summary requesting (1) transfer of TBTA 2013 Operating Surplus and Investment Income, (2) advances of TBTA 2014 Operating Surplus, and (3) the deduction from 2014 TBTA Operating Revenue, funds which shall be paid into the Necessary Reconstruction Reserve.

#### **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 1987 (even if the taxes collected fall below the 1987 levels), but there are proportional upward adjustments if taxes collected in the particular county exceed the 1987 totals. Such upward adjustments are expected to be required this year, based on the 2009 experience thus far. The MTA Budget and Treasury Division will be prepared to answer questions on the related Staff Summary authorizing the payments.

#### *Other:*

#### **February Financial Plan 2014-2017**

The MTA Division of Management and Budget will present for information purposes a revised 2014-2017 Financial Plan reflecting any technical adjustments from the Adopted Budget and the incorporation of certain "below-the-line" policy actions into the baseline.

#### **Contract Change Order Report**

Change orders that would have required Board approval prior to the July 2013 Governance Committee measure increasing the approval threshold to \$750,000 are included in this quarterly report, for information only. Such capital contract change orders are reported to the CPOC Committee and such non-capital contract change orders are reported to the Finance Committee.

### **MARCH 2014**

#### *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 2013**

The Senior Director of the MTA Business Service Center 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).

#### Change Orders to Capital Construction Contracts

MTA Capital Construction (MTACC) will discuss an analysis of the recent history of its large consultant contracts. Discussion will include, but not be limited to, original contracts let, change orders, rates, and overhead percentages.

#### **APRIL 2014**

##### *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 2014**

##### *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 2013 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 year's operations as well as submit its financial statements and actuarial report for final approval.

#### Annual First Mutual Transportation Assurance Company Investment Performance Report

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

### Contract Change Order Report

Change orders that would have required Board approval prior to the July 2013 Governance Committee measure increasing the approval threshold to \$750,000 are included in this quarterly report, for information only. Such capital contract change orders are reported to the CPOC Committee and such non-capital contract change orders are reported to the Finance Committee.

### **JUNE 2014**

#### *Action Item:*

#### PWEF Assessment

The MTA Division of Management and Budget, assisted by MTA Capital Program Management, 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.

#### *Other:*

#### Business Service Center

The Business Service Center will provide an update on its initiatives and upcoming project milestones. Operational performance metrics will also be shared.

#### IT Transformation

IT Management will present progress made to date to promote IT Transformation. A general organizational overview will be provided and an outline of key milestones and project deliverables will be shared. Initiatives that have made IT more resilient will also be discussed.

### **JULY 2014**

#### 2015 Preliminary Budget/July Financial Plan 2015-2018 (Joint Session with MTA Board)

The Chief Financial Officer and MTA Budget Division will present an updated forecast for 2014, a Preliminary Budget for 2015, and an updated Financial Plan for 2015-2018.

### **SEPTEMBER 2014**

#### 2015 Preliminary Budget/July Financial Plan 2015-2018

Public comment will be accepted on the 2015 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.

#### 2015-2019 Capital Plan

After the completion of its 2015-2034 Twenty Year Needs Assessment in September 2013, the MTA commenced the development its 2015-2019 Capital Plan. Stakeholder engagement will take place over the summer of 2014 with a planned submission to the MTA Board of Directors at its September 2014 Board meeting. This will be followed by submission of the proposed plan to the New York State Capital Program Review Board on or before October 1, 2014.

*Other:*

Contract Change Order Report

Change orders that would have required Board approval prior to the July 2013 Governance Committee measure increasing the approval threshold to \$750,000 are included in this quarterly report, for information only. Such capital contract change orders are reported to the CPOC Committee and such non-capital contract change orders are reported to the Finance Committee.

**OCTOBER 2014**

2015 Preliminary Budget/July Financial Plan 2015-2018

Public comment will be accepted on the 2015 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 2014 Semi-Annual Investment Report

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

**NOVEMBER 2014**

2015 Final Proposed Budget/November Financial Plan 2015-2018 (Joint Session with MTA Board)

The Chief Financial Officer and MTA Budget Division will present an updated forecast for 2014, a Final Proposed Budget for 2015, and an updated Financial Plan for 2015-2018.

*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, 2014.

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.

Contract Change Order Report

Change orders that would have required Board approval prior to the July 2013 Governance Committee measure increasing the approval threshold to \$750,000 are included in this quarterly report, for information only. Such capital contract change orders are reported to the CPOC Committee and such non-capital contract change orders are reported to the Finance Committee.

**DECEMBER 2014**

Adoption of 2015 Budget and 2015-2018 Financial Plan

The Committee will recommend action to the Board on the Final Proposed Budget for 2015 and 2015-2018 Financial Plan.

Action Item:

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

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

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:

Draft 2015 Finance Committee Work Plan

The MTA Chief Financial Officer will present a proposed 2015 Finance Committee Work Plan that will address major issues, SBP and budget process issues, and reports required by statute.

**JANUARY 2015**

Other:

Special Report: Finance Department 2014 Year-End Review

The MTA Finance Department will present a report that summarizes financing activities for 2014.

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# FinanceWatch

January 27, 2014

## Recent Market Activity

### Letter of Credit Extensions

#### \$150,000,000 MTA Transportation Revenue Variable Rate Bonds, Series 2005D-1

On January 21, 2014, MTA effected a Notice of Extension stating that the direct pay letter of credit with Landesbank Hessen-Thüringen Girozentrale, New York Branch (Helaba) that is associated with Transportation Revenue Variable Rate Bonds, Series 2005D-1, which was set to expire on November 7, 2013, was renewed. The renewal extended the existing letter of credit for two years to November 7, 2015.

### Refunding

#### \$313,975,000 Triborough Bridge and Tunnel Authority Subordinate Revenue Refunding Bonds, Series 2013D

On December 19, 2013, MTA issued \$313.975 million of Triborough Bridge and Tunnel Authority Subordinate Revenue Refunding Bonds, Series 2013D, to currently refund outstanding Triborough Bridge and Tunnel Authority Subordinate Revenue Refunding Bonds, Series 2002E and purchase certain maturities of the Series 2002E bonds.

On December 19, 2013, MTA issued \$313.975 million of Triborough Bridge and Tunnel Authority Subordinate Revenue Refunding Bonds, Series 2013D (Federally Taxable), to refund certain Triborough Bridge and Tunnel Authority Subordinate Revenue Refunding Bonds, Series 2002E and to purchase certain maturities of the Series 2002E bonds in a Tender Offer. The \$165.505 million 2013D-1 bonds were issued as taxable fixed-rate bonds with a final maturity of November 15, 2025. The \$58.020 million 2013D-2a bonds were issued as taxable Floating Rate Notes ("FRNs") with a final maturity of November 15, 2028. The \$90.450 million 2013D-2b bonds were issued as taxable FRNs with a final maturity of November 15, 2032. The transaction resulted in a net present value savings of \$5.41 million, or 1.83% of the par amount of the refunded bonds.

The transaction was led by book-running senior manager Jefferies & Co., together with co-senior manager Goldman Sachs. Nixon Peabody served as bond counsel and Lamont Financial served as financial advisor.



	<b><u>TBTA 2013D</u></b>
<b>Par Amount:</b>	<b>\$313.975 million</b>
<b>Net Premium:</b>	<b>\$0.020 million</b>
<b>All-in TIC:</b>	<b>4.34%</b>
<b>Average Life:</b>	<b>12.05 years</b>
<b>Refunded Par (\$):</b>	<b>\$296.55 million</b>
<b>PV Savings (\$):</b>	<b>\$5.41 million</b>
<b>PV Savings (%):</b>	<b>1.83%</b>
<b>Final Maturity:</b>	<b>11/15/2032</b>
<b>Underwriter's Discount:</b>	<b>\$3.22 (\$1,012,342)</b>
<b>State Bond Issuance Fee:</b>	<b>\$0<sup>(1)</sup></b>
<b>Cost of Issuance:</b>	<b>\$2.34(\$734,305)</b>
<b>Ratings</b>	<b>A1/A+/A+/AA-</b>
<b>(Moody's/S&amp;P/Fitch/Kroll)</b>	
<b>Senior Manager:</b>	<b>Jefferies</b>
<b>Special Co-Senior Managers:</b>	<b>Goldman Sachs</b>

<sup>(1)</sup> MTA received a waiver from making this payment from the State Division of the Budget.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**JULY FINANCIAL PLAN - MID-YEAR FORECAST (1)**  
**DEBT SERVICE**  
(\$ in millions)  
December 2013

	MID-YEAR Forecast	Actual	Variance	% Variance	Explanation
Dedicated Tax Fund:					
NYC Transit	\$31.9	\$30.6	\$1.3		
Commuter Railroads	6.7	6.6	0.1		
<i>Dedicated Tax Fund Subtotal</i>	\$38.6	\$37.2	\$1.4	3.7%	
MTA Transportation Revenue:					Timing of debt service deposits related to the 2013 cash defeasance and prefunding for January 2014 debt service.
NYC Transit	\$68.6	\$124.5	(\$55.9)		
Commuter Railroads	42.2	\$76.8	(34.6)		
MTA Bus	1.8	\$3.5	(1.7)		
<i>MTA Transportation Subtotal</i>	\$112.6	\$204.9	(\$92.2)	-81.9%	
Commercial Paper:					Lower than budgeted rates.
NYC Transit	\$1.8	\$0.0	\$1.8		
Commuter Railroads	1.2	\$0.0	1.1		
MTA Bus	0.0	\$0.0	0.0		
<i>Commercial Paper Subtotal</i>	\$3.0	\$0.1	\$2.9	98.0%	
2 Broadway COPs:					
NYC Transit	\$1.1	\$1.1	\$0.0		
Bridges & Tunnels	0.2	\$0.2	0.0		
MTA HQ	0.2	\$0.2	0.0		
<i>2 Broadway COPs Subtotal</i>	\$1.5	\$1.4	\$0.0	2.2%	
TBTA General Resolution (2)					Timing of debt service deposits related to the 2013 cash defeasance and prefunding for January 2014 debt service.
NYC Transit	\$15.0	\$18.0	(\$3.0)		
Commuter Railroads	7.1	\$8.5	(1.4)		
Bridges & Tunnels	18.1	\$21.7	(3.6)		
<i>TBTA General Resolution Subtotal</i>	\$40.2	\$48.2	(\$8.0)	-20.0%	
TBTA Subordinate (2)					Timing of debt service deposits related to the 2013 cash defeasance and prefunding for January 2014 debt service.
NYC Transit	\$6.1	\$13.4	(\$7.3)		
Commuter Railroads	2.7	\$5.9	(3.2)		
Bridges & Tunnels	2.4	\$5.3	(2.9)		
<i>TBTA Subordinate Subtotal</i>	\$11.2	\$24.6	(\$13.4)	-118.9%	
<b>Total Debt Service</b>	<b>\$207.1</b>	<b>\$316.3</b>	<b>(\$109.2)</b>	<b>-52.7%</b>	
Debt Service by Agency:					
NYC Transit	\$124.6	\$187.7	(\$63.1)		
Commuter Railroads	59.8	97.8	(38.0)		
MTA Bus	1.9	3.5	(1.7)		
Bridges & Tunnels	20.7	27.2	(6.5)		
MTA HQ	0.2	0.2	0.0		
<b>Total Debt Service</b>	<b>\$207.1</b>	<b>\$316.3</b>	<b>(\$109.2)</b>	<b>-52.7%</b>	

**Notes:**

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

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

December 2013 Year-to-Date

	MID-YEAR Forecast	Actual	Variance	% Variance	Explanation
Dedicated Tax Fund:					
NYC Transit	\$300.5	\$296.6	\$3.9		
Commuter Railroads	63.7	\$64.1	(0.3)		
<i>Dedicated Tax Fund Subtotal</i>	\$364.2	\$360.6	\$3.6	1.0%	
MTA Transportation Revenue:					
NYC Transit	\$748.5	\$794.1	(\$45.6)		Same as monthly explanation.
Commuter Railroads	464.0	\$494.2	(30.2)		
MTA Bus	23.8	\$31.9	(8.0)		
<i>MTA Transportation Subtotal</i>	\$1,236.3	\$1,320.1	(\$83.8)	-6.8%	
Commercial Paper:					
NYC Transit	\$13.0	\$0.7	\$12.3		Lower than budgeted rates.
Commuter Railroads	8.4	\$0.4	8.0		
MTA Bus	0.2	\$0.2	0.1		
<i>Commercial Paper Subtotal</i>	\$21.6	\$1.2	\$20.4	94.5%	
2 Broadway COPs:					
NYC Transit	\$12.5	\$12.5	(\$0.0)		
Bridges & Tunnels	1.8	\$1.8	(0.0)		
MTA HQ	1.7	\$1.7	(0.0)		
<i>2 Broadway COPs Subtotal</i>	\$15.9	\$16.0	(\$0.0)	-0.1%	
TBTA General Resolution (2)					
NYC Transit	\$184.8	\$193.0	(\$8.3)		
Commuter Railroads	85.1	\$87.5	(2.4)		
Bridges & Tunnels	183.8	\$177.6	6.2		
<i>TBTA General Resolution Subtotal</i>	\$453.6	\$458.1	(\$4.4)	-1.0%	
TBTA Subordinate (2)					
NYC Transit	\$71.5	\$78.1	(\$6.6)		Same as monthly explanation.
Commuter Railroads	31.4	\$34.3	(2.9)		
Bridges & Tunnels	28.2	\$30.9	(2.6)		
<i>TBTA Subordinate Subtotal</i>	\$131.2	\$143.3	(\$12.1)	-9.3%	
<b>Total Debt Service</b>	<b>\$2,222.9</b>	<b>\$2,299.3</b>	<b>(\$76.3)</b>	<b>-3.4%</b>	
Debt Service by Agency:					
NYC Transit	\$1,330.7	\$1,374.9	(\$44.2)		
Commuter Railroads	652.6	680.4	(27.8)		
MTA Bus	24.1	32.0	(8.0)		
Bridges & Tunnels	213.8	210.2	3.6		
MTAHQ	1.7	1.7	(0.0)		
<b>Total Debt Service</b>	<b>\$2,222.9</b>	<b>\$2,299.3</b>	<b>(\$76.3)</b>	<b>-3.4%</b>	

**Notes:**

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

*Totals may not add due to rounding.*

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

**Transportation Revenue Bonds**

Issue		TRB 2005E-1		TRB 2005E-2		TRB 2005D-1		TRB 2011E	
Remarketing Agent		BofA Merrill Lynch		J.P.Morgan		Merrill Lynch		Merrill Lynch	
Liquidity Provider		BofA Merrill Lynch		J.P.Morgan		Helaba		Bank of America	
Liquidity/Insurer		LoC		LoC		LoC		LoC	
Par Outstanding (\$m)		100.00		75.00		150.00		99.86	
Swap Notional (\$m)		60.00		45.00		150.00		27.94	
Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
12/4/2013	0.06%	0.04%	-0.01%	0.06%	0.01%	0.07%	0.02%	0.04%	-0.01%
12/11/2013	0.06%	0.06%	0.00%	0.08%	0.02%	0.09%	0.03%	0.06%	0.00%
12/18/2013	0.06%	0.06%	0.00%	0.08%	0.02%	0.09%	0.03%	0.06%	0.00%
12/25/2013	0.06%	0.04%	-0.02%	0.06%	-0.01%	0.07%	0.01%	0.04%	-0.02%
1/1/2014	0.04%	0.03%	-0.01%	0.04%	0.00%	0.06%	0.02%	0.03%	-0.01%
1/8/2014	0.03%	0.03%	0.00%	0.04%	0.01%	0.06%	0.03%	0.03%	0.00%

**Dedicated Tax Fund Bonds**

Issue		DTF 2002B-1		DTF 2008A-1		DTF 2008A-2	
Remarketing Agent		Morgan Stanley		Morgan Stanley		Goldman	
Liquidity Provider		State Street Bank		Morgan Stanley		Bank of Tokyo	
Liquidity/Insurer		LoC		LoC		LoC	
Par Outstanding (\$m)		160.00		170.81		170.80	
Swap Notional (\$m)		None		167.45		167.45	
		Spread to		Spread to		Spread to	
Date	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA
12/4/2013	0.05%	0.02%	-0.03%	0.04%	-0.01%	0.05%	0.00%
12/11/2013	0.06%	0.04%	-0.02%	0.06%	0.00%	0.06%	0.00%
12/18/2013	0.06%	0.04%	-0.02%	0.06%	0.00%	0.06%	0.00%
12/25/2013	0.06%	0.04%	-0.02%	0.06%	0.00%	0.05%	-0.01%
1/1/2014	0.04%	0.02%	-0.02%	0.04%	0.00%	0.04%	0.00%
1/8/2014	0.03%	0.02%	-0.01%	0.04%	0.01%	0.02%	-0.01%

**TBTA General Revenue Bonds**

Issue		TBTA 2005B-3	
Remarketing Agent		BoFA Merrill Lynch	
Liquidity Provider		BoFA	
Liquidity/Insurer		SBPA	
Par Outstanding (\$m)		194.00	
Swap Notional (\$m)		194.00	
Date	SIFMA	Rate	Spread to SIFMA
12/4/2013	0.05%	0.05%	0.00%
12/11/2013	0.06%	0.06%	0.00%
12/18/2013	0.06%	0.06%	0.00%
12/25/2013	0.06%	0.06%	-0.01%
1/1/2014	0.04%	0.04%	0.00%
1/8/2014	0.03%	0.03%	0.00%

**TBTA General Revenue and Subordinate Revenue Bonds**

Issue		TBTA 2001B		TBTA 2001C		TBTA 2003B-1		TBTA 2003B-2	
Remarketing Agent		Citigroup		Citigroup		Citigroup		Citigroup	
Liquidity Provider		State Street		JP Morgan		CALPERS		CALSTRS	
Liquidity/Insurer		LoC		SBPA		LoC		LoC	
Par Outstanding (\$m)		122.57		122.67		88.60		47.79	
Swap Notional (\$m)		None		None		None		None	
		Spread to		Spread to		Spread to		Spread to	
Date	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA
12/3/2013	0.05%	0.03%	-0.02%	0.05%	0.00%	0.04%	-0.01%	0.04%	-0.01%
12/10/2013	0.06%	0.04%	-0.02%	0.06%	0.00%	0.05%	-0.01%	0.05%	-0.01%
12/17/2013	0.06%	0.04%	-0.02%	0.06%	0.00%	0.05%	-0.01%	0.05%	-0.01%
12/24/2013	0.06%	0.03%	-0.03%	0.05%	-0.01%	0.04%	-0.02%	0.04%	-0.02%
12/31/2013	0.04%	0.03%	-0.01%	0.05%	0.01%	0.04%	0.00%	0.04%	0.00%
1/7/2014	0.03%	0.02%	-0.01%	0.04%	0.01%	0.03%	0.00%	0.03%	0.00%

Issue		TBTA 2005A-2		TBTA 2005A-3		TBTA SUB 2000AB		TBTA SUB 2000CD	
Remarketing Agent		US Bancorp		US Bancorp		JP Morgan		Citigroup	
Liquidity Provider		CALSTRS		U.S. Bank		JPMorgan		Lloyds TSB (NY)	
Liquidity/Insurer		LoC		LoC		SBPA/Assured		SBPA/Assured	
Par Outstanding (\$m)		31.24		36.99		95.30		52.65	
Liquidity/Insurer		None		None		95.30		None	
Outstanding (\$m)		Spread to SIFMA		Spread to SIFMA		Spread to SIFMA		Spread to SIFMA	
	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA
12/3/2013	0.05%	0.03%	-0.02%	0.03%	-0.02%	0.26%	0.21%	0.22%	0.17%
12/10/2013	0.06%	0.04%	-0.02%	0.04%	-0.02%	0.26%	0.20%	0.22%	0.16%
12/17/2013	0.06%	0.05%	-0.01%	0.05%	-0.01%	0.25%	0.19%	0.21%	0.15%
12/24/2013	0.06%	0.04%	-0.02%	0.04%	-0.02%	0.26%	0.19%	0.21%	0.15%
12/31/2013	0.04%	0.03%	-0.01%	0.03%	-0.01%	0.25%	0.21%	0.20%	0.16%
1/7/2014	0.03%	0.03%	0.00%	0.03%	0.00%	0.25%	0.22%	0.20%	0.17%

Report Date 1/10/2014

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**VARIABLE RATE: FLOATING RATE NOTES**  
**RATE RESETS REPORT (Trailing 5-Weeks)**

**Transportation Revenue Bonds**

Issue	TRB 2002D-2	TRB 2002G-1a	TRB 2002G-1b	TRB 2002G-1c
Remarketing Agent	Wells Fargo	N/A	N/A	N/A
Initial Purchase Date	Note 1	11/1/2014	11/1/2015	11/1/2016
Liquidity/Insurer	CCA/Assured	None	None	None
Par Outstanding (\$m)	200.00	12.27	12.76	13.26
Swap Notional (\$m)	200.00	11.49	11.95	12.42

Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
12/4/2013	0.05%	0.94%	0.89%	0.31%	0.26%	0.61%	0.56%	0.80%	0.75%
12/11/2013	0.06%	0.94%	0.88%	0.31%	0.25%	0.61%	0.55%	0.80%	0.74%
12/18/2013	0.06%	0.94%	0.88%	0.31%	0.25%	0.61%	0.55%	0.80%	0.74%
12/25/2013	0.06%	0.94%	0.88%	0.31%	0.25%	0.61%	0.55%	0.80%	0.74%
1/1/2014	0.04%	0.94%	0.90%	0.31%	0.27%	0.61%	0.57%	0.80%	0.76%
1/8/2014	0.03%	0.94%	0.91%	0.31%	0.28%	0.61%	0.58%	0.80%	0.77%

Issue	TRB 2002G-1d	TRB 2002G-1f	TRB 2002G-1g	TRB 2002G-1h
Remarketing Agent	N/A	N/A	N/A	N/A
Initial Purchase Date	11/1/2017	11/1/2014	11/1/2015	11/1/2016
Liquidity/Insurer	None	None	None	None
Par Outstanding (\$m)	13.80	42.58	42.55	56.89
Swap Notional (\$m)	13.80	42.58	42.55	56.89

Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
12/4/2013	0.05%	0.94%	0.89%	0.51%	0.46%	0.76%	0.71%	0.96%	0.91%
12/11/2013	0.06%	0.94%	0.88%	0.51%	0.45%	0.76%	0.70%	0.96%	0.90%
12/18/2013	0.06%	0.94%	0.88%	0.51%	0.45%	0.76%	0.70%	0.96%	0.90%
12/25/2013	0.06%	0.94%	0.88%	0.51%	0.45%	0.76%	0.70%	0.96%	0.90%
1/1/2014	0.04%	0.94%	0.90%	0.51%	0.47%	0.76%	0.72%	0.96%	0.92%
1/8/2014	0.03%	0.94%	0.91%	0.51%	0.48%	0.76%	0.73%	0.96%	0.93%

Issue	TRB 2012A-2	TRB 2012A-3
Remarketing Agent	BoNY Mellon	BoNY Mellon
Initial Purchase Date	05/15/14	05/15/15
Liquidity/Insurer	None	None
Par Outstanding (\$m)	50.00	50.00
Swap Notional (\$m)	None	None

Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
12/4/2013	0.05%	0.24%	0.19%	0.44%	0.39%
12/11/2013	0.06%	0.25%	0.19%	0.45%	0.39%
12/18/2013	0.06%	0.25%	0.19%	0.45%	0.39%
12/25/2013	0.06%	0.25%	0.19%	0.45%	0.39%
1/1/2014	0.04%	0.23%	0.19%	0.43%	0.39%
1/8/2014	0.03%	0.22%	0.19%	0.42%	0.39%

Issue	TRB 2012G-1	TRB 2012G-2	TRB 2012G-3	TRB 2012G-4
Remarketing Agent	JP Morgan	JP Morgan	JP Morgan	JP Morgan
Initial Purchase Date	11/1/2014	11/1/2015	11/1/2016	11/1/2017
Liquidity/Insurer	None	None	None	None
Par Outstanding (\$m)	84.45	125.00	75.00	74.03
Swap Notional (\$m)	84.45	125.00	75.00	74.03

Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
12/4/2013	0.05%	0.53%	0.48%	0.64%	0.59%	0.81%	0.76%	0.95%	0.90%
12/11/2013	0.06%	0.53%	0.47%	0.64%	0.58%	0.81%	0.75%	0.95%	0.89%
12/18/2013	0.06%	0.53%	0.47%	0.64%	0.58%	0.81%	0.75%	0.95%	0.89%
12/25/2013	0.06%	0.53%	0.47%	0.64%	0.58%	0.81%	0.75%	0.95%	0.89%
1/1/2014	0.04%	0.53%	0.49%	0.64%	0.60%	0.81%	0.77%	0.95%	0.91%
1/8/2014	0.03%	0.53%	0.50%	0.64%	0.61%	0.81%	0.78%	0.95%	0.92%

**Dedicated Tax Fund Bonds**

Issue		DTF 2002B-3a		DTF 2002B-3b		DTF 2002B-3c		DTF 2002B-3d	
Remarketing Agent		Morgan Stanley		Morgan Stanley		Morgan Stanley		Morgan Stanley	
Maturity Date		11/01/17		11/01/18		11/01/19		11/01/20	
Liquidity/Insurer		None		None		None		None	
Par Outstanding (\$m)		46.60		48.60		50.70		15.90	
Swap Notional (\$m)		None		None		None		None	
Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
12/4/2013	0.05%	0.80%	0.75%	0.95%	0.90%	1.00%	0.95%	1.05%	1.00%
12/11/2013	0.06%	0.81%	0.75%	0.96%	0.90%	1.01%	0.95%	1.06%	1.00%
12/18/2013	0.06%	0.81%	0.75%	0.96%	0.90%	1.01%	0.95%	1.06%	1.00%
12/25/2013	0.06%	0.81%	0.75%	0.96%	0.90%	1.01%	0.95%	1.06%	1.00%
1/1/2014	0.04%	0.79%	0.75%	0.94%	0.90%	0.99%	0.95%	1.04%	1.00%
1/8/2014	0.03%	0.78%	0.75%	0.93%	0.90%	0.98%	0.95%	1.03%	1.00%

Issue		DTF 2008B-3a		DTF 2008B-3b		DTF 2008B-3c	
Remarketing Agent		Goldman Sachs		Goldman Sachs		Goldman Sachs	
Maturity Date		11/01/12		11/01/13		11/01/14	
Liquidity/Insurer		None		None		None	
Par Outstanding (\$m)		35.00		54.47		44.74	
Swap Notional (\$m)		None		None		None	
Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
12/4/2013	0.05%	0.28%	0.23%	0.41%	0.36%	0.73%	0.68%
12/11/2013	0.06%	0.29%	0.23%	0.42%	0.36%	0.74%	0.68%
12/18/2013	0.06%	0.29%	0.23%	0.42%	0.36%	0.74%	0.68%
12/25/2013	0.06%	0.29%	0.23%	0.42%	0.36%	0.74%	0.68%
1/1/2014	0.04%	0.27%	0.23%	0.40%	0.36%	0.72%	0.68%
1/8/2014	0.03%	0.26%	0.23%	0.39%	0.36%	0.71%	0.68%

**TBTA General Revenue Bonds**

Issue		TBTA 2005B-4a		TBTA 2005B-4b		TBTA 2005B-4c		TBTA 2005B-4d		TBTA 2005B-4e	
Remarketing Agent		N/A		N/A		N/A		N/A		N/A	
Initial Purchase Date		1/1/2014		1/1/2014		1/1/2015		1/1/2016		1/1/2017	
Liquidity/Insurer		None		None		None		None		None	
Par Outstanding (\$m)		28.80		37.50		38.70		43.80		45.20	
Swap Notional (\$m)		28.80		37.50		38.70		43.80		45.20	
Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
12/4/2013	0.05%	0.36%	0.31%	0.20%	0.15%	0.48%	0.43%	0.70%	0.65%	0.76%	0.45%
12/11/2013	0.06%	0.36%	0.30%	0.20%	0.14%	0.48%	0.42%	0.70%	0.64%	0.76%	0.46%
12/18/2013	0.06%	0.36%	0.30%	0.20%	0.14%	0.48%	0.42%	0.70%	0.64%	0.76%	0.46%
12/25/2013	0.06%	0.36%	0.30%	0.20%	0.14%	0.48%	0.42%	0.70%	0.64%	0.76%	0.46%
1/1/2014	0.04%	0.00%	-0.04%	0.00%	-0.04%	0.00%	-0.04%	0.00%	-0.04%	0.00%	0.04%
1/8/2014	0.03%	0.00%	-0.03%	0.00%	-0.03%	0.00%	-0.03%	0.00%	-0.03%	0.00%	0.03%

Issue		TBTA SUB 2013D-2a		TBTA SUB 2013D-2b	
Remarketing Agent		N/A		N/A	
Initial Purchase Date		1/1/2014		1/1/2014	
Liquidity/Insurer		None		None	
Par Outstanding (\$m)		58.02		90.45	
Swap Notional (\$m)		N/A		N/A	
Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
12/4/2013	0.05%	0.00%	-0.05%	0.00%	-0.05%
12/11/2013	0.06%	0.00%	-0.06%	0.00%	-0.06%
12/18/2013	0.06%	0.57%	0.51%	0.82%	0.76%
12/25/2013	0.06%	0.57%	0.51%	0.82%	0.76%
1/1/2014	0.04%	0.57%	0.53%	0.82%	0.78%
1/8/2014	0.03%	0.57%	0.54%	0.82%	0.79%

<sup>1</sup>The TRB 2002D-2 Bonds are privately placed. Wells Fargo is the liquidity provider for these bonds.

Report Date 1/10/2014

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

**Transportation Revenue Bonds**

Issue		TRB 2005D-2		TRB 2005E-3	
Dealer		Morgan Stanley		PNC Capital	
Liquidity Provider		Helaba		PNC	
Type of Liquidity		LoC		LoC	
Par Outstanding (\$m)		100.00		75.00	
Swap Notional (\$m)		100.00		45.00	
Date	SIFMA	Spread to		Spread to	
		Rate	SIFMA	Rate	SIFMA
1/1/2014	0.04%	0.05%	0.01%	0.03%	-0.01%
1/2/2014	0.04%	0.04%	0.00%	0.01%	-0.03%
1/3/2014	0.04%	0.04%	0.00%	0.01%	-0.03%
1/4/2014	0.04%	0.04%	0.00%	0.01%	-0.03%
1/5/2014	0.04%	0.04%	0.00%	0.01%	-0.03%
1/6/2014	0.04%	0.04%	0.00%	0.01%	-0.03%
1/7/2014	0.04%	0.04%	0.00%	0.01%	-0.03%
1/8/2014	0.03%	0.04%	0.01%	0.01%	-0.02%
1/9/2014	0.03%	0.04%	0.01%	0.01%	-0.02%
1/10/2014	0.03%	0.05%	0.02%	0.01%	-0.02%

**TBTA General Revenue Bonds**

Issue		TBTA 2002F		TBTA 2003B-3		TBTA 2005A-1		TBTA 2005B-2a	
Dealer		JP Morgan		US Bancorp		US Bancorp		JP Morgan	
Liquidity Provider		Helaba		US. Bank		CALPERS		CALPERS	
Type of Liquidity		LoC		LoC		LoC		LoC	
Par Outstanding (\$m)		202.61		56.63		57.80		88.99	
Swap Notional (\$m)		194.00		None		24.06		88.99	
Date	SIFMA	Spread to		Spread to		Spread to		Spread to	
		Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA
1/1/2014	0.04%	0.04%	0.00%	0.03%	-0.01%	0.03%	-0.01%	0.02%	-0.02%
1/2/2014	0.04%	0.04%	0.00%	0.01%	-0.03%	0.01%	-0.03%	0.02%	-0.02%
1/3/2014	0.04%	0.04%	0.00%	0.01%	-0.03%	0.01%	-0.03%	0.02%	-0.02%
1/4/2014	0.04%	0.04%	0.00%	0.01%	-0.03%	0.01%	-0.03%	0.02%	-0.02%
1/5/2014	0.04%	0.04%	0.00%	0.01%	-0.03%	0.01%	-0.03%	0.02%	-0.02%
1/6/2014	0.04%	0.04%	0.00%	0.01%	-0.03%	0.01%	-0.03%	0.02%	-0.02%
1/7/2014	0.04%	0.03%	-0.01%	0.01%	-0.03%	0.01%	-0.03%	0.01%	-0.03%
1/8/2014	0.03%	0.03%	0.00%	0.01%	-0.02%	0.01%	-0.02%	0.01%	-0.02%
1/9/2014	0.03%	0.03%	0.00%	0.01%	-0.02%	0.01%	-0.02%	0.01%	-0.02%
1/10/2014	0.03%	0.03%	0.00%	0.01%	-0.02%	0.01%	-0.02%	0.01%	-0.02%

Issue		TBTA 2005B-2b		TBTA 2005B-2c	
Dealer		JP Morgan		US Bancorp	
Liquidity Provider		CALPERS		US. Bank	
Type of Liquidity		LoC		LoC	
Par Outstanding (\$m)		48.10		56.91	
Swap Notional (\$m)		48.10		56.91	
Date	SIFMA	Spread to		Spread to	
		Rate	SIFMA	Rate	SIFMA
1/1/2014	0.04%	0.02%	-0.02%	0.03%	-0.01%
1/2/2014	0.04%	0.02%	-0.02%	0.01%	-0.03%
1/3/2014	0.04%	0.02%	-0.02%	0.01%	-0.03%
1/4/2014	0.04%	0.02%	-0.02%	0.01%	-0.03%
1/5/2014	0.04%	0.02%	-0.02%	0.01%	-0.03%
1/6/2014	0.04%	0.02%	-0.02%	0.01%	-0.03%
1/7/2014	0.04%	0.01%	-0.03%	0.01%	-0.03%
1/8/2014	0.03%	0.01%	-0.02%	0.01%	-0.02%
1/9/2014	0.03%	0.01%	-0.02%	0.01%	-0.02%
1/10/2014	0.03%	0.01%	-0.02%	0.01%	-0.02%

Report Date 1/10/2014

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

**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)	96.150	9.550	10.200	37.250
Swap Notional (\$m)	None	9.550	10.200	37.250
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
Nov. 25 thru Nov. 29, 2013	0.328%	0.451%	0.451%	0.454%
Dec. 2 thru Dec. 6, 2013	0.335%	0.463%	0.461%	0.463%
Dec. 9 thru Dec. 13, 2013	0.339%	0.469%	0.466%	0.460%
Dec. 16 thru Dec. 20, 2013	0.333%	0.454%	0.457%	0.459%
Dec. 23 thru Dec. 27, 2013	0.334%	0.453%	0.459%	0.459%
Dec. 30 thru Jan. 3, 2014	0.335%	0.468%	0.461%	0.461%
Jan. 6 thru Jan. 10, 2014	0.323%	0.447%	0.444%	0.443%
Corresponding Libor Rate	0.164%	0.164%	0.164%	0.165%
Fail Rate	197%	273%	271%	268%

**28 & 35 DAY AUCTIONS**

Issue	LIBOR Formula Fail Rate		
	TRB 2002B-2	COPs 2004A-4	COPs 2004A-5
Outstanding Par (\$ M)	95.525	34.950	3.700
Swap Notional (\$m)	None	34.950	3.700
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
July 2013	0.384%	0.527%	0.513%
August 2013	0.370%	0.506%	0.501%
October 2013	0.336%	0.492%	0.477%
November 2013	0.330%	0.462%	0.463%
December 2013	0.330%	0.441%	0.451%
Corresponding Libor Rate	0.165%	0.161%	0.164%
Fail Rate	200%	275%	275%

**Report Date 1/10/2014**



## MTA DEBT OUTSTANDING (\$ in Millions)

1/10/2014

Type of Credit	Underlying Ratings (Moody's / S&P / Fitch / Kroll)	Series	BPA Sale Date	Final Maturity	Principal Iss. Amount	Outstanding			Total Outstanding	TIC <sup>1</sup>	Notes
						Fixed Amount	Variable Amount	Synthetic Fixed Amount			
MTA Transportation Revenue Bonds (A2/A/A)		2002A	5/9/02	11/15/2032	2,894,185	84,965	-	-	84,965	5.31	
		2002B	5/28/02	11/1/2022	210,500	-	191,675	-	191,675	1.53	(2)
		2002D	5/29/02	11/1/2032	400,000	174,725	-	200,000	374,725	4.72	
		2002E	6/12/02	11/15/2031	397,495	18,425	-	-	18,425	5.13	
		2002G	11/19/02	11/1/2026	400,000	-	12,270	181,830	194,100	3.65	
		2003A	5/8/03	11/15/2032	475,340	232,050	-	-	232,050	4.49	
		2003B	7/30/03	11/15/2032	751,765	100,045	-	-	100,045	5.10	
		2005A	2/9/05	11/15/2035	650,000	429,280	-	-	429,280	4.76	
		2005B	6/22/05	11/15/2035	750,000	575,225	-	-	575,225	4.80	
		2005C	10/19/05	11/15/2016	150,000	44,395	-	-	44,395	4.19	
		2005D	11/1/05	11/1/2035	250,000	-	-	250,000	250,000	4.53	
		2005E	11/1/05	11/1/2035	250,000	-	100,000	150,000	250,000	3.69	
		2005F	11/16/05	11/15/2035	468,760	357,055	-	-	357,055	4.88	
		2005G	12/7/05	11/1/2026	250,000	233,540	-	-	233,540	4.34	
		2006A	7/13/06	11/15/2035	475,000	391,830	-	-	391,830	4.89	
		2006B	12/13/06	11/15/2036	717,730	659,420	-	-	659,420	4.52	
		2007A	6/27/07	11/15/2037	425,615	379,335	-	-	379,335	4.84	
		2007B	12/6/07	11/15/2037	415,000	371,250	-	-	371,250	4.75	
		2008A	2/13/08	11/15/2038	512,470	480,700	-	-	480,700	4.91	
		2008B	2/13/08	11/15/2030	487,530	414,720	-	-	414,720	3.09	
		2008C	10/17/08	11/15/2013	550,000	485,000	-	-	485,000	6.68	
		2009A	10/6/09	11/15/2039	502,320	461,875	-	-	461,875	3.79	(3)
		2010A	1/6/10	11/15/2039	363,945	363,945	-	-	363,945	4.44	(3)
		2010B	2/4/10	11/15/2039	656,975	641,975	-	-	641,975	4.29	(3)
		2010C	6/30/10	11/15/2040	510,485	487,710	-	-	487,710	4.27	
		CP2	9/16/10	11/15/2015	900,000	-	550,000	-	550,000	1.33	(4)
		2010D	11/23/10	11/15/2040	754,305	716,540	-	-	716,540	5.15	
		2010E	12/21/10	11/15/2040	750,000	750,000	-	-	750,000	4.57	(3)
		2011A	7/12/11	11/15/2046	400,440	392,490	-	-	392,490	4.95	
		2011B	9/13/11	11/1/2041	99,560	-	71,625	27,935	99,560	2.09	
		2011C	11/2/11	11/15/2028	197,950	191,435	-	-	191,435	3.99	
		2011D	11/30/11	11/15/2046	480,165	462,295	-	-	462,295	4.57	
		2012A	3/7/12	11/15/2042	150,000	50,000	100,000	-	150,000	1.71	
		2012B	3/7/12	11/15/2039	250,000	241,480	-	-	241,480	3.85	
		2012C	4/18/12	11/15/2047	727,430	717,300	-	-	717,300	4.22	
		2012D	6/28/12	11/15/2032	1,263,365	1,263,365	-	-	1,263,365	3.51	
		2012E	7/13/12	11/15/2042	650,000	635,970	-	-	635,970	3.91	
		2012F	9/20/12	11/15/2030	1,268,445	1,171,355	-	-	1,171,355	3.17	
		2012G	11/7/12	11/1/2032	359,450	-	-	358,475	358,475	4.14	
		2012H	11/9/12	11/15/2042	350,000	344,045	-	-	344,045	3.70	
		2013A	1/17/2013	11/15/2043	500,000	493,580	-	-	493,580	3.79	
		2013B	3/22/2013	11/15/2043	500,000	492,000	-	-	492,000	4.08	
		2013C	5/31/2013	11/15/2043	500,000	492,640	-	-	492,640	4.25	
		2013D	7/11/2013	11/15/2043	333,790	332,050	-	-	332,050	4.63	
		2013A-KB BANS	9/19/2013	9/29/2015	100,000	-	100,000	-	100,000	0.77	
		2013A-ML BANS	10/3/2013	4/19/2015	200,000	-	200,000	-	200,000	0.71	
		2013E	11/15/2013	11/15/2043	500,000	500,000	-	-	500,000	4.64	
Total					25,150,015	16,634,010	1,325,570	1,168,240	19,127,820	4.12	
										WATIC	
TBTA General Revenue Bonds (Aa3/AA-/AA-/AA)		EFC 1996A	6/26/96	1/1/2030	28,445	4,150	-	-	4,150	5.85	(5)
		2001B	12/18/01	1/1/2032	148,200	-	122,570	-	122,570	2.31	
		2001C	12/18/01	1/1/2032	148,200	-	122,565	-	122,565	2.52	
		2002B	9/19/02	11/15/2032	2,157,065	147,200	-	-	147,200	4.56	
		2002F	11/8/02	11/1/2032	246,480	-	8,610	194,000	202,610	3.74	
		2003B	12/9/03	1/1/2033	250,000	-	192,915	-	192,915	2.44	
		2005A	5/10/05	11/1/2035	150,000	-	101,965	24,060	126,025	2.89	
		2005B	7/6/05	1/1/2032	800,000	-	-	582,000	582,000	3.54	
		2006A	6/8/06	11/15/2035	200,000	75,645	-	-	75,645	4.72	
		2007A	6/13/07	11/15/2037	223,355	136,260	-	-	136,260	4.84	
		2008A	3/13/08	11/15/2038	822,770	636,445	-	-	636,445	4.93	
		2008B	3/13/08	11/15/2038	252,230	252,230	-	-	252,230	3.71	
		2008C	7/16/08	11/15/2038	629,890	512,270	-	-	512,270	4.72	

## MTA DEBT OUTSTANDING (\$ in Millions)

1/10/2014

Type of Credit					Outstanding			Total Outstanding	TIC <sup>1</sup>	Notes
Underlying Ratings (Moody's / S&P / Fitch / Kroll)	Series	BPA Sale Date	Final Maturity	Principal Iss. Amount	Fixed Amount	Variable Amount	Synthetic Fixed Amount			
	2009A	2/11/09	11/15/2038	475,000	419,565	-	-	419,565	4.75	
	2009B	9/10/09	11/15/2039	200,000	200,000	-	-	200,000	3.63	(3)
	2010A	10/20/10	11/15/2040	346,960	330,010	-	-	330,010	3.45	(3)
	2011A	10/4/11	1/1/2028	609,430	586,210	-	-	586,210	3.59	
	2012A	6/6/12	11/15/2042	231,490	225,515	-	-	225,515	3.69	
	2012B	8/3/12	11/15/2032	1,236,898	1,352,570	-	-	1,352,570	2.66	(6)
	2013B	1/29/2013	11/15/2030	257,195	257,195	-	-	257,195	2.25	
	2013C	4/18/2013	11/15/2043	200,000	200,000	-	-	200,000	3.71	
	Total			9,613,608	5,335,265	548,625	800,060	6,683,950	3.61	
									WATIC	
TBTA Subordinate Revenue Bonds (A1/A+/ A+/ AA-)	2000AB	11/01/00	1/1/2019	263,000	-	-	95,300	95,300	6.49	
	2000CD	11/01/00	1/1/2019	263,000	-	52,550	-	52,550	1.63	
	2002E	10/23/02	11/15/2032	756,095	139,825	-	-	139,825	5.34	
	2003A	2/27/03	11/15/2032	500,170	9,545	-	-	9,545	4.91	
	2008D	7/16/08	11/15/2028	491,110	393,980	-	-	393,980	4.69	
	2013A	1/11/2013	11/15/2032	761,600	761,600	-	-	761,600	3.13	(6)
	2013D	12/19/2013	11/15/2032	313,975	165,505	148,470	-	313,975	2.39	
	Total			3,348,950	1,470,455	201,020	95,300	1,766,775	3.67	
									WATIC	
MTA Dedicated Tax Fund Bonds (AA/AA-)	2002B	9/4/02	11/1/2022	440,000	116,050	311,800	-	427,850	1.77	
	2004A	2/26/04	11/15/2018	250,000	106,855	-	-	106,855	3.49	
	2004B	3/9/04	11/15/2028	500,000	294,460	-	-	294,460	4.51	
	2004C	12/15/04	11/15/2018	120,000	48,725	-	-	48,725	3.77	
	2006A	6/7/06	11/15/2035	350,000	229,365	-	-	229,365	4.18	
	2006B	10/25/06	11/15/2036	410,000	288,010	-	-	288,010	4.28	
	2008A	6/24/08	11/1/2031	352,915	-	6,695	334,905	341,600	4.60	
	2008B	8/6/08	11/1/2034	348,175	202,505	134,210	-	336,715	2.30	
	2009A	3/12/09	11/15/2039	261,700	243,680	-	-	243,680	5.55	
	2009B	4/23/09	11/15/2030	500,000	469,960	-	-	469,960	5.00	
	2009C	4/23/09	11/15/2039	750,000	750,000	-	-	750,000	4.89	(3)
	2010A	3/17/10	11/15/2040	502,990	479,330	-	-	479,330	3.91	(3)
	2011A	3/23/11	11/15/2021	127,450	103,075	-	-	103,075	2.99	
	2012A	10/16/12	11/15/2032	1,065,335	1,008,950	-	-	1,008,950	3.07	(6)
	Total			5,978,565	4,340,965	452,705	334,905	5,128,575	3.87	
									WATIC	
MTA Certificates of Participation (2 Broadway) (Caa2/CC/NR)	2004A	9/21/04	1/1/2030	357,925	-	-	95,650	95,650	4.08	(2)
	Total			357,925	-	-	95,650	95,650	4.08	
									WATIC	
All MTA Total				44,449,063	27,780,695	2,527,920	2,494,155	32,802,770	3.95	
State Service Contract Bonds (AA-/AA-)	2002A	6/5/02	7/1/2031	1,715,755	272,670	-	-	272,670	5.29	
	2002B	6/26/02	7/1/2031	679,450	42,825	-	-	42,825	4.93	
	Total			2,395,205	315,495	-	-	315,495	5.24	
									WATIC	



## Notes

- (1) Fixed Rate TICs calculated as of issuance of Fixed Rate Bonds. Floating Rate TICs calculated from inception through 12/31/2012 including fees. Any Unhedged Variable Rate Bonds that have been fixed to maturity are carried at the new Fixed Rate TIC. Synthetic Fixed Rate TICs include average swap rates plus variable rate fees and estimated basis adjustments for life of swap. Synthetic Fixed Rate TICs do not include benefit of any upfront payments received by MTA.
- (2) Variable Rate Bonds initially issued in Auction Rate Mode.
- (3) Fixed rate bonds, all or part of which, were issued as federally taxable Build America Bonds (BABs).
- (4) Variable Rate BANs issued as Commercial Paper. Maturities range from 1 to 270 days
- (5) Subsidized loan provided through the NYS Water Pollution Control Revolving Fund for certain projects designed to remedy sources of groundwater MTA sites.
- (6) Principal Issued Amount reflects Capital Appreciation Bonds (CABs) at the par amount at the time of issuance.  
The Current Amount Outstanding reflects the CABs at their maturity value, current value is less than the par amount at the time of issuance.

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

# Staff Summary



<b>Subject</b> Authorization of Insurance-Linked Security Advisor Contract; Approval of Panel Selections for Roles of Legal Counsel, Risk Modeler and Structuring Agent for ILS transactions
<b>Department</b> Finance/Risk and Insurance Management
<b>Department Head Name</b> Robert Foran, CFO; James Henly, General Counsel
<b>Department Head Signature</b> 
<b>Project Manager Name</b> Laureen Coyne, Director of Risk and Insurance Management Patrick McCoy, Director of Finance 

<b>Date</b> January 29, 2014
<b>Vendor Name</b> Multiple Vendors
<b>Contract Number</b>
<b>Contract Manager Name</b>
<b>Table of Contents Ref #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Comm.	1/27	X		
2	Board	1/29	X		

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

## PURPOSE:

To obtain MTA Board authorization to (i) enter into a contract with Raymond James & Associates ("Raymond James") to serve as Insurance-Linked Securities ("ILS") Advisor to First Mutual Transportation Assurance Company (FMTAC) and MTA and (ii) establish panels of qualified firms eligible to serve in the roles of ILS Legal Counsel, ILS Initial Purchaser/Structuring Agent and ILS Risk Modeler in connection with future potential insurance/risk transfer transactions of FMTAC and/or the MTA Agencies that may be undertaken.

## BACKGROUND:

Last year, in the wake of Superstorm Sandy, FMTAC confronted reduced capacity offers from the traditional property reinsurance market with higher pricing in the annual renewal. Addressing the concern that MTA Agencies might be exposed to reduced property risk coverage at higher cost, the Board authorized FMTAC to explore alternative means of obtaining reinsurance capacity through the capital markets, via an insurance-linked securities or catastrophe bond ("ILS" or "cat bond") transaction. This effort to obtain capital markets-based reinsurance proved successful, culminating on July 31, 2013, in FMTAC's entry into a \$200 million reinsurance agreement with MetroCat Re Ltd., a Bermuda special purpose insurer, which fully collateralized the reinsurance policy through its issuance of cat bonds.

The reinsurance obtained from MetroCat Re through this inaugural ILS transaction augmented MTA's existing reinsurance program at a critical time; the inaugural transaction now also provides a platform through which FMTAC can obtain future capital market-financed property reinsurance coverage, in conjunction with coverage that may be obtained by FMTAC through traditional property reinsurance markets. With the assistance and guidance of a Board-approved ILS Advisor, FMTAC and MTA anticipate exploring one or more capital markets based reinsurance transactions in 2014. Prior to executing any such future capital markets based reinsurance transaction in 2014, FMTAC and MTA, through a separate staff summary and resolution would seek Board action providing appropriate authority to finalize such a transaction.

The time constraints attendant to FMTAC's inaugural capital markets reinsurance transaction in July 2013 (an oncoming 2013 hurricane season meant that any such transaction had to be finalized expeditiously, in advance thereof) did not enable FMTAC and MTA at that time to conduct a RFP process by which to select a roster of firms capable of performing the specialized professional services – including those of ILS risk modeler, ILS legal counsel, ILS initial purchaser/structuring agent, and ILS advisor – required for designing, evaluating and completing capital market-based reinsurance transactions. MTA and FMTAC committed to the Board last June, 2013, at the time the Board authorized this inaugural transaction, that MTA and FMTAC would conduct a competitive RFP thereafter, to select firms qualified to provide professional services required for a subsequent ILS transactions.

# Staff Summary

Consistent with that commitment, on October 28, 2013, the Finance and Risk and Insurance Management Departments issued a formal Request for Proposals from qualified firms to serve in the following capacities: ILS Financial Advisor, ILS Initial Purchaser/Structuring Agent, ILS Legal Counsel, and ILS Risk Modeler for FMTAC and MTA. The RFP was widely distributed, including direct distribution to 47 known ILS vendors and was also posted on the MTA website. In addition, the RFP was advertised in the following external publications: New York State Contract Reporter, Business Insurance; El Diario; Minority Commerce Weekly; Amsterdam News; New York Post; The Bond Buyer; and the Wall Street Journal National Edition.

This staff summary seeks the Board's authorization to enter into a contract with the recommended ILS Financial Advisor, and seeks Board approval of recommended panels of competitively qualified firms to perform in the three other noted capacities of ILS Initial Purchaser/Structuring Agent, ILS Legal Counsel, and ILS Risk Modeler.

A single ILS Advisor selected would contract with FMTAC and the MTA to provide expert advice on the timing, structure, and execution of any capital market-based risk transfer transactions conducted by MTA and FMTAC in coordination with the procurement and placement of traditional insurance and reinsurance and would work as an advisor to FMTAC and MTA on an ongoing basis for the contract term.

The term of the proposed contract for the ILS Advisor is for a period of three years from the award date, with a two year extension option. The panels for roles of ILS Initial Purchaser/Structuring, ILS Legal Counsel, and ILS Risk Modeling would remain in effect for an anticipated period of three years (or until such time as a successor RFP is conducted and finalized recommending new panels).

Multiple firms are recommended for ILS Initial Purchaser/Structuring Agent, ILS Legal Counsel, and ILS Risk Modeling panels. These firms would be eligible for engagement on a transaction specific basis, and would be responsible for structuring, marketing, modeling and legal review of all aspects of a specific catastrophe bond transaction that was undertaken to provide reinsurance protection for FMTAC and the MTA agencies. A typical cat bond transaction will require the retention of an ILS Risk Modeling firm selected from a panel, one or more firms selected from the panel to serve as ILS Initial Purchasers/Structuring Agents (on the inaugural Metro Cat Re transaction, two separate firms participated in that capacity), and both transactional ILS Legal Counsel and underwriter's (Initial Purchaser's) ILS Legal Counsel. A firm's inclusion on a panel is not a guarantee of work on a future transaction nor will a firm's engagement for a particular transaction constitute an engagement for successor transactions. Firms will be selected from the panels for each future transaction based on the strengths they offer relative to the particular contemplated transaction and the competitiveness of their pricing at that time.

## DISCUSSION:

In response to the RFP, a total of 24 proposals were received by the submission deadline. Proposals (listed in alphabetical order, by category) were received as follows:

- ILS Advisor: Raymond James & Associates ("Raymond James"); and Willis Capital Markets
- ILS Initial Purchaser/Structuring Agent: AON Benfield; Citi; GS Securities; a joint venture of Deutsche Bank Securities and Loop Capital Markets ("Deutsche/Loop"); Goldman Sachs & Co. ("Goldman Sachs"); Morgan Stanley; a joint venture of Natixis Securities Americas, LLC and Rice Financial Products ("Natixis/Rice"); Swiss Re Capital Markets Corporation ("Swiss Re"); PNB Paribas; Willis Capital Markets and Advisory ("Willis"); Jeffries; and Sterne Agee & Leach, Inc. ("Sterne Agee")
- ILS Legal Counsel: Cadwalader, Wickersham & Taft ("Cadwalader"); Drohan Lee LLP; Locke Lord LLP; Mayer Brown; a joint venture of Kramer, Levin Naftalis & Frankel and the McGlashan Law Firm ("Kramer, Levin/McGlashan"); Sidley Austin LLP ("Sidley"); and Sutherland Asbill & Brennan LLP. ("Sutherland")
- ILS Risk Modeler: AIR Worldwide; EQECAT Inc. ("EQECAT"); and Risk Management Solutions Inc. ("RMS").

A selection committee, consisting of representatives from MTA Risk and Insurance Management, MTA Finance Department, MTA Budget, and MTA Legal, reviewed each of the proposals. The selection criteria included consideration of proposers' experience with ILS transactions generally as well as with ILS transactions conducted or sponsored by public entities; the composition of the proposed team that would provide services to MTA/FMTAC; experience with or knowledge of MTA and FMTAC and their insurance programs and risk management needs; the technical capabilities of the proposers; and, for the ILS Advisor and Initial Purchaser/Structuring Agent proposers, the quality of financing and structuring ideas set forth in their proposals. In addition, consideration was given to cost information contained in the proposals.

# Staff Summary

Following individual panel members' review of the proposals, the Selection Committee met, and unanimously adopted the following recommendations:

*ILS Advisor Selection.* The selection committee was unanimous in its recommendation that Raymond James be selected as ILS Risk Financing Advisor. Raymond James is the only national securities firm with a dedicated public entities/state sponsored risk management specialty group and is widely recognized as the leading risk financing advisory firm. Raymond James has agreed to an annual fee of \$275,000 plus fees for travel and expense.

*ILS Initial Purchaser/Structuring Agent Panel Selection.* For the ILS Initial Purchaser/Structuring Agent panel, the selection committee recommends the following nine proposers: AON Benfield, Citi, Deutsche Bank/Loop, GS Securities, Goldman Sachs, Morgan Stanley, Natixis/Rice, Swiss Re, and Willis Capital Markets. All of these proposers (or teams of proposers) bring experience in structuring and marketing catastrophe bond transactions; a number of the proposers also have worked on substantial cat bond transactions that have been undertaken on behalf of public governmental entities. In addition, two of these nine recommended proposers -- Deutsche Bank/Loop Capital and Natixis/Rice -- are joint ventures that include a NYS certified MWBE firm as a joint venture partner.

*ILS Legal Counsel:* For the ILS Legal Counsel panel, the selection committee recommends the selection of Mayer Brown, Sidley, Cadwalader and Kramer, Levin/McGlashan. The first three firms are recognized leaders in the ILS catastrophe bond legal specialty, offering the broadest and deepest experience available in the field. The fourth proposal recommended for the panel is a joint venture, which combines Kramer Levin, a firm that has demonstrated ILS cat bond transactional experience, teamed with a NYS certified MWBE law firm, McGlashan, that seeks to acquire further experience in this emerging practice area.

*ILS Risk Modeling:* The selection committee recommends all three proposers in this category be placed on the Risk Modeling panel. AIR Worldwide, EQECAT, and RMS are the leading worldwide risk modelers utilized by the major insurance companies. Each of the ILS Risk Modeling firms uses unique proprietary risk models for various perils. FMTAC and MTA are best served by having access to this diversity of expertise in risk modeling. Determination of the firm to model a specific transaction will be made on a combination of factors including peril identified for a cat bond transaction, and fees.

## **ALTERNATIVES:**

FMTAC and MTA could opt to not consider or pursue future Insurance-Linked Securities ("ILS") transactions sponsored by FMTAC. That alternative is undesirable, given the additional leverage that a capital markets transaction will provide to FMTAC's overall insurance portfolio construction on an annual basis.

## **RECOMMENDATION:**

After considering each firm's proposals, the selection committee recommends that the Board (i) authorize entry into a contract with Raymond James to provide services as ILS Advisor to FMTAC and MTA for a three year period, subject to an optional renewal by FMTAC and MTA for a two year period; and (ii) approve the firms indicated on Attachment A, to serve on the noted panels for ILS Legal Counsel, ILS Initial Purchaser/Structuring Agent and ILS Risk Modeling, and that each be authorized for future engagement in connection with ILS transactions involving MTA and FMTAC, at prices to be negotiated but which shall not exceed the rates proposed in each of their responses to the RFP.

**Attachment A**

**ILS Initial Purchaser/Structuring Agent Panel**

AON Benfield

Citi

Joint venture of Deutsche Bank Securities and Loop Capital Markets

Goldman Sachs & Co.

GS Securities

Morgan Stanley

Joint venture of Natixis Securities Americas, LLC and Rice Financial Products

Swiss Re Capital Markets Corporation

Willis Capital Markets and Advisory

**ILS Legal Counsel Panel**

Cadwalader, Wickersham & Taft

Joint venture of Kramer, Levin Naftalis & Frankel and the McGlashan Law Firm

Mayer Brown

Sidley Austin LLP

**ILS Risk Modeler Panel**

AIR Worldwide

EQECAT Inc.

Risk Management Solutions Inc.

# Staff Summary



<b>Subject</b>
Municipal Finance Disclosure Policies and Procedures
<b>Department</b>
Legal
<b>Department Head Name</b>
James Henly, General Counsel
<b>Department Head Signature</b>
<i>[Signature]</i>
<b>Project Manager Name</b>
Katherine McManus, Deputy General Counsel <i>KM</i>

<b>Date</b>
January 29, 2014
<b>Vendor Name</b>
<b>Contract Number</b>
<b>Contract Manager Name</b>
<b>Table of Contents Ref #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Comm.	1/27	X		
2	Board	1/29	X		

Internal Approvals			
Order	Approval	Order	Approval
1	Legal <i>[Signature]</i>	3	Chief of Staff
2	CFO <i>[Signature]</i>		<i>[Signature]</i>

## Purpose:

To obtain MTA and TBTA Board (the "Board") approval of the attached resolution adopting the annexed Municipal Finance Disclosure Policies and Procedures (the "Disclosure Policies and Procedures"). The Disclosure Policies and Procedures primarily formalize existing disclosure practices of MTA and TBTA that are followed in connection with issuances and are intended to reinforce best practices relating to disclosures made in connection with municipal finance offerings and required periodic filings.

## Discussion:

The annexed Disclosure Policies and Procedures (i) summarize general and ongoing disclosure obligations of MTA and TBTA as issuers; (ii) set forth disclosure best practices to be followed by MTA and TBTA staff and bond counsel with respect to individual bond transactions and the Annual Disclosure Statement; (iii) provide for additional training of staff and Board members with respect to disclosure practices and obligations; and (iv) provide for annual review by the Finance Committee of a report regarding compliance with the Disclosure Policies and Procedures before the filing of the Annual Disclosure Statement.

Municipal issuers must comply with all applicable federal and state securities laws in connection with bond issuances. Municipal issuers necessarily make extensive public disclosures in connection with issuance of bonds and on an ongoing basis after bonds are issued. To facilitate compliance with the applicable securities laws, MTA has prepared written policies and procedures relating to disclosure practices and the training of staff. While current MTA disclosure practices will remain largely unchanged, MTA believes the adoption of written policies is a best practice that will further MTA's objective of ensuring that its disclosures are fair and accurate, comply with all applicable federal and state securities laws, and satisfy contractual obligations undertaken pursuant to its Continuing Disclosure Undertakings.

These Disclosure Policies and Procedures, which are annexed to this Staff Summary, have been prepared by MTA Legal in consultation with MTA's bond counsel and will be distributed annually to Board members and all staff participating in the disclosure process.

## Recommendation:

It is recommended that the Board adopt the resolution attached to this Staff Summary approving the Disclosure Policies and Procedures.



## **RESOLUTION**

**WHEREAS**, the Metropolitan Transportation Authority and the Triborough Bridge and Tunnel Authority desire to ensure that disclosures made in connection with their municipal finance offerings and required periodic filings related thereto are fair and accurate, and comply with all applicable federal and state laws;

**WHEREAS**, it is the policy of the Metropolitan Transportation Authority and the Triborough Bridge and Tunnel Authority to satisfy all contractual obligations undertaken pursuant to its Continuing Disclosure Undertakings entered into in connection with municipal finance offerings in a timely manner;

**WHEREAS**, the Metropolitan Transportation Authority and the Triborough Bridge and Tunnel Authority desire to adhere to and promote best practices relating to disclosures; and

**WHEREAS**, to further the implementation of these objectives, the Metropolitan Transportation Authority and Triborough Bridge and Tunnel Authority desire to adopt the Municipal Finance Disclosure Policies and Procedures annexed hereto;

### **NOW, THEREFORE BE IT:**

**RESOLVED** by the Metropolitan Transportation Authority and the Triborough Bridge and Tunnel Authority that the Municipal Finance Disclosure Policies and Procedures annexed hereto shall be adopted and shall apply to all disclosure undertakings.

Dated: January 29, 2014

# METROPOLITAN TRANSPORTATION AUTHORITY

and

# TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

## Municipal Finance Disclosure Policies & Procedures

### Introduction

The Metropolitan Transportation Authority and the Triborough Bridge and Tunnel Authority are committed to ensuring that disclosures made in connection with its municipal finance offerings and required periodic filings related thereto are fair, accurate, and comply with applicable federal and state securities laws including common law antifraud provisions under state law and any other applicable laws. Further, it is the policy of both the Metropolitan Transportation Authority and the Triborough Bridge and Tunnel Authority to satisfy in a timely manner their contractual obligations undertaken pursuant to Continuing Disclosure Undertakings entered into in connection with municipal finance offerings.

In furtherance of these objectives and policies, and to promote best practices relating to disclosures, the Boards of the Metropolitan Transportation Authority and the Triborough Bridge and Tunnel Authority have adopted the Disclosure Policies and Procedures set forth below, which shall apply to all disclosure undertakings.

### Definitions

Capitalized terms used in these Disclosure Policies and Procedures shall have the meanings set forth below:

**“Annual Disclosure Statement”** means the financial information and operating data required to be filed pursuant to MTA’s Continuing Disclosure Undertakings, including Appendix A, the audited financial statements of MTA, NYCTA, TBTA and the TBTA Independent Engineer’s Report, which are incorporated by specific reference in certain other MTA and TBTA Disclosure Documents. The information includes narrative information relating to MTA Headquarters and each of the operating entities, as well as information that MTA has specifically contracted with bondholders to update on an annual basis in accordance with Securities and Exchange Commission Rule 15c2-12 (“Rule 15c2-12”).

**“Authority”** means, as the context permits or requires, any or all of the following: Metropolitan Transportation Authority (MTA); Triborough Bridge and Tunnel Authority (TBTA); Long Island Rail Road Company (LIRR); Manhattan and Bronx Surface Transit Operating Authority (MaBSTOA); Metro-North Commuter Railroad Company (MNCRC); New York City Transit Authority (NYCTA); Staten Island Rapid Transit Operating Authority (SIRTOA); MTA Bus Company (MTA Bus); MTA Capital

Construction Company (MTACC); First Mutual Transportation Assurance Company (FMTAC); and any other affiliate or subsidiary hereafter created having a common board with the MTA.

**"Board"** shall mean the MTA Board and/or the TBTA Board, as appropriate.

**"Bond Counsel"** shall mean any attorney or firm of attorneys of nationally recognized standing in the field of law relating to the issuance of obligations by state and municipal entities selected by the Authority. At any time MTA/TBTA retains more than one bond counsel, all references to bond counsel shall be deemed to include one or more bond counsel, as deemed appropriate by the Deputy General Counsel, Finance.

**"Bonds" or "bonds"** shall refer to any bonds, notes or other securities offered by any Authority, the disclosure relating to which is subject to the requirements of Section 17(a) of the Securities Act of 1933, Section 10(b) of the Securities Exchange Act of 1934, including Rule 10b-5 thereunder, and Securities Exchange Commission Rule 15c2-12.

**"Continuing Disclosure Undertakings"** means MTA's and TBTA's contractual obligations entered into with the trustee by any Authority in connection with each issuance of Bonds.

**"Disclosure Documents"** means MTA's and TBTA's documents and materials specifically prepared, issued, and distributed in connection with MTA's and TBTA's disclosure obligations under applicable federal securities laws or that otherwise could potentially subject MTA and TBTA to liability under such laws, and shall include, but not be limited to the following:

- Annual Disclosure Statement
- Official Statements
- Any filing made by MTA and TBTA with EMMA pursuant to a Continuing Disclosure Undertaking, including material event notices
- Any voluntary filing made by MTA and TBTA that is posted on EMMA
- Any document or other communication from MTA and TBTA that could be viewed as reasonably expected to reach investors and the trading market for MTA's and TBTA's Bonds
- Any other document that is reviewed and approved in accordance with these Disclosure Policies and Procedures

**"EMMA"** means the Electronic Municipal Market Access system maintained by the Municipal Securities Rulemaking Board.

**"MTA"** means the Metropolitan Transportation Authority, a public benefit corporation of the State of New York.

**“Official Statements”** means, collectively, preliminary and final Official Statements, remarketing circulars or offering memoranda used in connection with the offering of Bonds. The Official Statement does not attempt to repeat the information in the Annual Disclosure Statement, but instead generally includes such information by specific cross-reference, as expressly authorized by Rule 15c2-12, and updates only the information that has materially changed.

**“Rule 15c2-12”** means Rule 15c2-12 promulgated by the Securities and Exchange Commission under the Securities Exchange Act of 1934, as amended, including any official interpretations thereof.

**“Staff”** means employees of the Authority.

**“State”** means the State of New York.

**“TBTA”** means the Triborough Bridge and Tunnel Authority.

## **I. General Disclosure Practices**

1. The Board, through approval of the documentation relating to individual financings and the review of the related Staff Summary, delegates authority and responsibility to Staff to prepare and distribute an Official Statement, and updates thereto in the case of securities subject to remarketings, which will be prepared in accordance with these Disclosure Policies and Procedures unless the Board otherwise directs.

2. The Board, pursuant to a resolution adopted annually, delegates authority and responsibility to Staff to prepare an Annual Disclosure Statement and any other Disclosure Documents other than Official Statements that may be required to be filed throughout the existing year, which will be prepared in accordance with these Disclosure Policies and Procedures unless the Board otherwise directs.

3. The Deputy General Counsel/Finance, Finance Staff and other Staff deemed necessary, with the assistance of Bond Counsel and advice and direction of General Counsel, shall prepare all Disclosure Documents, including the Annual Disclosure Statement, and shall prepare and submit any other disclosure filings that may be required throughout the year. All Disclosure Documents and any other disclosure filings shall be prepared in accordance with these Disclosure Policies and Procedures unless the Board otherwise directs.

4. The timeline for any particular bond financing for which a Disclosure Document will be prepared shall vary depending on the type of bonds being offered, the security for the bonds, the purpose for the financing, and other factors unique to each bond financing.

## **II. On-Going Disclosure**

1. The Deputy General Counsel/Finance, Finance Staff and Bond Counsel shall monitor State and national markets generally and, in consultation with the General Counsel, determine whether there is a need for additional disclosure by way of additional periodic filings with EMMA or any recommended supplement to a Disclosure Document.

2. Management's Discussion and Analysis and the Notes to annual and quarterly financial statements (collectively, MD&N) shall be reviewed by the Chief Financial Officer, Finance Staff, and the Deputy General Counsel/Finance, in consultation with General Counsel, prior to their being finalized. The Chief Financial Officer, Finance Staff and the Deputy General Counsel/Finance shall consult with Staff with specific knowledge of various elements of the MD&N and Bond Counsel as they deem appropriate.

## **III. Official Statement Review and Disclosure Processes**

1. The Deputy General Counsel/Finance and Finance Staff shall timely identify those who, for a particular financing, are appropriate to assist Bond Counsel, underwriter(s), underwriter's counsel, financial advisors, and appropriate Staff in the preparation and review of the related Official Statement.

2. The Deputy General Counsel/Finance and Finance Staff (or their designees) shall be responsible for soliciting material information from Authority departments, subsidiaries, affiliates, or State or other governmental officials and in the case of a TBTA financing, TBTA's consulting engineer for inclusion in the applicable Official Statement, and shall identify Staff and any State or other governmental officials who may have information necessary to prepare or who should review portions of the Official Statement. Staff and State or other governmental officials should be timely contacted and informed that their assistance will be needed for the preparation of the Official Statement.

- a. The Staff and State or other governmental officials shall be contacted as soon as reasonably practical in order to provide adequate time for such individuals to perform a thoughtful and critical review or draft of those portions of the Official Statement assigned to them.
- b. The request for information shall provide that Staff must raise any item which could be material for inclusion in the offering document.
- c. The Deputy General Counsel/Finance shall maintain or cause to be maintained an accurate log of all individuals, departments, subsidiaries, affiliates or State or other governmental officials that were requested to review or draft information in connection with an Official Statement, including what sections such individuals or entities listed above prepared or

reviewed and shall also be responsible for collecting all transmittal letters, certifications, and lists of sources for incorporation into the records to be maintained by the Finance Staff or Deputy General Counsel/Finance.

- d. The appropriate outside agency auditors should be apprised of the Authority's schedule for publishing such Official Statement.

3. Once such review or drafting is completed, the particular sections of the Official Statement shall be transmitted by such individuals or entities to the Deputy General Counsel/Finance and Finance Staff.

4. Finance Staff, the Chief Financial Officer, the General Counsel, the Budget Director, the Director of Capital Programs and their delegees, relevant Staff at the operating agencies included in the financing and MTA auditors shall receive the draft of the preliminary Official Statement for review and comment.

5. Other Staff shall be consulted if an issue arises concerning items as to which they have specific knowledge.

6. The draft preliminary Official Statement shall be provided to the senior managing underwriter and its counsel for review and comment.

7. The Deputy General Counsel/Finance and Bond Counsel shall hold due diligence sessions with the appropriate Staff and State officials, and in the case of a TBTA financing, the TBTA's consulting engineer, prior to the printing or posting of a preliminary Official Statement.

8. Bond Counsel shall provide written discussion topics or questions in the form of an agenda in advance of the due diligence session, to the extent practical, to permit all required Staff and State officials, and in the case of a TBTA financing, the TBTA's, consulting engineer, as well as underwriters and their counsel, to prepare for the due diligence session and to consider additional matters they deem material to the offering. The due diligence session shall not be limited to the list of written topics or questions or other questions solely from Bond Counsel. Bond Counsel, MTA financial advisor and, in the case of a negotiated transaction, the underwriters and underwriters' counsel shall participate in such due diligence session.

9. At the time of the sale of the Bonds the Deputy General Counsel/Finance, in conjunction with Finance, Budget Staff and Bond Counsel, shall prepare a final Official Statement and satisfy themselves that at the time of sale that such Official Statement is in satisfactory form and that no additional disclosure is required.

10. Annual audited MTA or TBTA financial statements and those for the most recent MTA or TBTA unaudited quarterly reporting period shall be incorporated by reference into the Disclosure Documents. Before the printing of any preliminary or final Official Statement the Deputy General Counsel/Finance and Bond Counsel shall obtain written confirmations from the individuals noted in Exhibit A, by e-mail or otherwise, that they know of no material litigation that has been filed (or threatened with a reasonable likelihood of being filed) against any relevant Authority since the diligence

session and know of no material change that is required to be reflected in the Recent Developments or any other heading of the Disclosure Document.

11. Bond Counsel may be invited to attend any MTA or TBTA presentations to rating agencies and investors made in connection with the offering of bonds. Bond Counsel, the Deputy General Counsel/Finance and Finance Staff shall review any materials used in presentations, meetings or telephone conferences with rating agencies or investors for consistency with the appropriate Official Statement. Appropriate records of meetings and telephone conferences with rating agencies and investors will be kept by the Deputy General Counsel/Finance or Finance Staff.

12. Prior to closing, for each Bond issue the Deputy General Counsel/Finance and Bond Counsel shall obtain written certifications, by e-mail or otherwise, by the designated officials in **Exhibit B**.

#### **IV. The Annual Disclosure Statement (Rule 15c2-12)**

1. The Deputy General Counsel/Finance in conjunction with Finance Staff shall distribute sections of the Annual Disclosure Statement to Staff with specific knowledge of various areas. Staff shall review and update said sections. The request for information shall provide that Staff must raise any item which could be material for inclusion in the Annual Disclosure Statement.

2. The audited financial statements of MTA on a consolidated basis, NYCTA and TBTA shall be attached to the annual filing in accordance with MTA's Continuing Disclosure Undertakings under Rule 15c2-12. The Deputy General Counsel/Finance and Finance Staff shall review the MD&N to Financial Statements before they are finalized.

3. The State Division of the Budget shall be requested to provide updates regarding State revenues. MTA Budget staff shall review this information for consistency. Bond Counsel, Legal Staff, the Chief Finance Officer, Budget Staff and Capital Programs Staff shall review multiple drafts, make suggestions for changes and raise questions about content and topics not discussed in the multiple drafts.

4. Diligence sessions shall be held with the operating agencies and headquarters Staff at which presentations shall be made by such groups based upon an agenda prepared by Bond Counsel circulated in advance of the sessions. Finance Staff, Legal Staff, Bond Counsel and representatives of all MTA and TBTA underwriters and all rotating underwriters' counsel shall have the opportunity to ask questions.

5. Bond Counsel, the MTA General Counsel, the Deputy General Counsel/Finance, General Counsel and Staff with specific knowledge of various areas at each of the operating agencies, the Chief Finance Officer, Finance Staff and other Staff at MTA Headquarters shall review and approve the Annual Disclosure Statement in writing, by e-mail or otherwise.

6. The Annual Disclosure Statement, pursuant to MTA's and TBTA's Continuing Disclosure Undertakings, shall be filed at the end of April of each year.

#### **V. Role of Bond Counsel**

1. MTA and TBTA will require Bond Counsel to perform the following:
  - a. review and comment on MTA's and TBTA's Disclosure Documents;
  - b. coordinate the due diligence process in the manner provided above;
  - c. review presentations and, if requested, attend and/or listen to rating agency or investor presentations related to MTA's and TBTA's bonds, notes and other securities;
  - d. advise MTA and TBTA regarding:
    - (1) specific disclosure issues relating to MTA's and TBTA's financial operations, operating performance and capital program development, including funding, progress and problems;
    - (2) standards of disclosure under applicable securities laws;
    - (3) adequacy of MTA's and TBTA's disclosure in any Disclosure Document;
    - (4) completeness and clarity of the information provided by the State in any Disclosure Document; and
    - (5) other matters as directed by MTA or TBTA.
  - e. interface with the Deputy General Counsel/Finance and Finance Staff with respect to any Disclosure Document;
  - f. provide a securities law supplemental opinion for each financing transaction;
  - g. participate in the preparation, review and approval of the Annual Disclosure Statement; and
  - h. conduct periodic training of Staff on the disclosure process contemplated by the Disclosure Policies and Procedures set forth herein as may be requested from time to time by the Deputy General Counsel/Finance and Finance Staff.



## **VI. Disclosure Practices Training**

Training for Board members and Staff shall be conducted by either Bond Counsel or MTA General Counsel or their designee(s) regarding disclosure practices under applicable state and federal law. It is intended that this training shall assist these individuals in (1) understanding their responsibilities; (2) identifying significant items which may need to be included in the Disclosure Documents; and (3) reporting issues and concerns relating to disclosure. A refresher training program shall be conducted not less than once every two years.

### **1. Board Members**

- a. Board members shall be advised of their general disclosure responsibilities and the extent they may delegate to and rely on Staff's preparation of Disclosure Documents.
- b. Board Members shall be advised of their fiduciary duties under the State's Public Authorities Law.
- c. Specialized training regarding MTA and TBTA disclosure responsibilities shall be conducted for the members of the Finance Committee of the Board.

### **2. Staff**

- a. Staff with responsibility for collecting, preparing or reviewing information that is provided for inclusion in a Disclosure Document or for certifying or confirming its accuracy in accordance with these Disclosure Policies and Procedures, and those persons responsible for executing them, shall attend disclosure training sessions.
- b. The determination as to whether or not a class of employee shall receive such training shall be made by the MTA General Counsel or Deputy General Counsel/Finance in consultation with Bond Counsel and the Chief Financial Officer.

## **VII. Disclosure-Related Document Retention Practices**

MTA's Records Management Program Manual sets forth MTA's document retention schedule. Consistent with MTA's Continuing Disclosure Undertakings, the following documents shall be maintained at least as long as required by MTA's Records Management Program:

- Annual Continuing Disclosure Filings

- Bond Issue Bound Books or CD-ROMs containing bond issue documents
- Bond Issue Executed Documents
- Disclosure Documents
- Investor Materials
- MTA Financial Statements related to bonds
- Note Issue Bound Books or CD-ROMs containing note issue documents
- Note Issue Executed Documents
- Rating Agency Presentation Materials
- Records of all Disclosure Activities, including but not limited to telephone calls, emails and other inquiries from investors
- Unaudited Quarterly and Annual Financial Statements Audited by Outside Auditing Firm

### **VIII. General Principles Relating to Disclosure**

1. Each Staff member participating in the disclosure process shall be responsible for raising potential disclosure items at all times in the process.
2. Each Staff member participating in the disclosure process should raise any issue regarding disclosure with the MTA General Counsel or Deputy General Counsel/Finance at any time.
3. Recommendations for improvement of these Disclosure Policies shall be solicited and considered by the Deputy General Counsel/Finance and Bond Counsel and if revision is deemed to be appropriate will be reviewed by the General Counsel and the Chief Financial Officer.
4. The process of revising and updating Disclosure Documents should not be viewed as mechanical insertions of more current information; everyone involved in the process should consider the need for revisions in the form and content of the sections for which they are responsible.

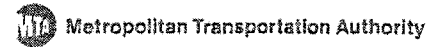
*The Deputy General Counsel/Finance shall provide a report to the Finance Committee each year, at the time of the meeting of the Finance Committee immediately preceding the filing of the Annual Disclosure Statement, regarding compliance with these Disclosure Policies and Procedures during the preceding twelve month period. Such report shall (i) state whether the Annual Disclosure Statement for the current year is being prepared in compliance with the Disclosure Policies and Procedures and whether all Disclosure Documents prepared during the*

*prior twelve month period were prepared in accordance with the Disclosure Policies and Procedures, (ii) describe any issues or problems which arose in connection with compliance with the Disclosure Policies and Procedures during such period, (iii) present any recommendations for changes to the Disclosure Policies and Procedures; (iv) provide an informational copy of the then current draft of the Annual Disclosure Statement to any Finance Committee member who requests one; and (v) provide a printed copy of the final Annual Disclosure Statement to all Board members.*

*A copy of these Disclosure Policies and Procedures shall be distributed annually to Board members and all Staff participating in the disclosure process. Any updates to these Disclosure Policies and Procedures shall be distributed to such groups upon issuance.*

# Staff Summary

## Schedule H: Modifications to Personal Service & Miscellaneous Service Contracts



Item Number:

Page 1 of 2

Vendor Name (& Location): Willis of New York	
Description: Extension of Owner Controlled Insurance for East Side Access	
Contract Term (including Options, if any):	
Option(s) included in Total Amount? <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 X Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: <i>Lauren Coyne</i>	
Risk and Insurance Management / Lauren Coyne	

Contract Number:	AWO/Modification # 4
Original Amount:	\$93,000,000
Prior Modifications:	\$207,860,136
Prior Budgetary Increases:	\$
Current Amount:	\$300,860,136
This Request:	\$16,300,000
% of This Request to Current Amount:	5.4%
% of Modifications (including This Request) to Original Amount:	241%

### PURPOSE:

To obtain Board approval to extend the professional liability insurance coverage component of the MTA's Owner Controlled Insurance Program (OCIP) for the East Side Access Project.

### SUMMARY:

The MTACC East Side Access Project is currently insured through an MTA Owner Controlled Insurance Program (OCIP), which was approved by the Board on December 17, 1998. Willis of NY, the OCIP broker, selected through a competitive RFP process, subsequently marketed and placed OCIP policies in 2003, based upon the then-scheduled completion date and estimated third party construction costs. That policy covers design work completed on or before December 31, 2013, for claims made on or before December 31, 2016. This request for approval is required to purchase Professional Liability coverage with respect to subsequent periods. The new policy would (i) provide coverage for design work and construction phase services performed on or after January 1, 2014, and cover design errors detected up until December 31, 2023, (ii) provide excess coverage for design work performed on or before December 31, 2013 for claims made on or before December 31, 2016, and (iii) provide coverage for design work performed on or before December 31, 2013 for claims made between January 1, 2017 and December 31, 2019. The additional coverage will provide a \$25 million limit at a cost of \$16.3 million, of which, the General Engineering Consultant ("GEC") will contribute \$1.3 Million.

### DISCUSSION:

The East Side Access Project OCIP provides the MTA and each architect, engineer, contractor, and subcontractor working on the project with uniform Professional Liability (E&O), Environmental Liability, Workers Compensation (WC), General Liability (GL), Excess Liability, Railroad Protective Liability, and Builders Risk Insurance. Policies are underwritten by insurance companies with A.M. Best ratings of A or greater and/or equivalent financial strength. The carriers were competitively selected based upon policy terms, conditions, services and costs offered for this program.

The original Professional Liability Program was placed in London with various insurers led by Lexington Insurance Company (AIG) with participation from AWAC, Zurich and Arch. That policy, which has coverage limits of \$100 million, covers professional services performed on or before December 31, 2013, and has a three year reporting period thereafter, until December 31, 2016, for claims based upon design work performed prior to the expiration of the policy. The new program, which provides coverage limits of \$25 million, was also marketed by Willis, with participation by Lexington (AIG), Berkshire Hathaway, and Lloyds syndicates CV Starr, QBE, and Ironshore.

MTACC is obligated under its contract with the GEC to provide continuing professional liability coverage. However, due to a number of factors, including significant errors and omissions claims that have been asserted against the GEC by the MTA, obtaining coverage to replace the existing limits is not possible and the available limits are costly. To address this and other contractual disputes, the MTA and the GEC have reached an agreement pursuant to which the MTA will provide the \$25 Million coverage discussed above, and limit the GEC's liability for new design work to \$25 Million over the new coverage. For design work completed prior to December 31, 2013, the GEC's limits of liability vary with the insurance available to cover that period. The GEC will contribute \$1.3 Million towards the cost of the new program.

## Staff Summary

In reaching this agreement and establishing this program of insurance coverage and limitations on liability, MTACC has weighed the risk of errors and omissions claims for the relevant periods and the cost of available insurance and concluded that this program is reasonable, cost effective and in the best interests of the MTA.

### IMPACT ON FUNDING:

Funding is from the East Side Access Capital Program Budget.

### ALTERNATIVES:

The procurement of this additional coverage is part of a negotiated solution with the GEC achieved with the assistance of an outside mediator. The only alternative would be to proceed with arbitration.

# Staff Summary

Item Number G					
Dept & Dept Head Name: Procurement & Material Management, Anthony J. Bonifice, Jr.					
Division & Division Head Name: Sen. VP – Administration, Raymond Burney					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	M-N Comm.Mtg.	1-27-14	X		
2	MTA Board Mtg.	1-29-14	X		
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
X	President		Sr. V.P. Operations		
X	Sr. V.P. Admin.	X	Sr. V.P. Planning		
X	V.P. Finance & IT	X	General Counsel		
	Capital Programs				

<b>SUMMARY INFORMATION</b>	
Vendor Name CitiStorage, Inc.	Contract Number RFP 9054-A
Description All Agency Records Management	
Total Amount \$3,424,477 (not-to-exceed)	
Contract Term (including Options, if any) Five Year Base Term with Five Annual Renewal Options	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## I. PURPOSE/RECOMMENDATION:

Approval is requested for a competitively solicited (RFP, E-Procurement platform used, three proposals received), all-agency, miscellaneous service contract for a five year base period with five, one-year renewable options to provide Records Management Services. This contract will be utilized by the following MTA Agencies: Metro-North Railroad (the lead Agency), Long Island Rail Road, Bridges and Tunnels, MTA Bus Co., MTA Headquarters, and New York City Transit. The total not-to-exceed amount of the contract is \$3,424,477, which includes the combined annual storage costs of all Agencies for the five-year base term and associated costs related to the removal and transportation of material boxes from the current vendor, Iron Mountain.

## II. DISCUSSION:

The current All-Agency Records Management Contract was awarded in June 2000 to Iron Mountain by MNR as the lead agency with an original expiration date of August 3, 2013. The contract was extended through August 3, 2014, to allow adequate time to solicit this new RFP, site tours, oral presentations and receive Best and Final Offers (BAFO) and complete negotiations from the Proposers. Further, the contract extension also allows adequate time to transfer the Agency's existing files from the current contractor, Iron Mountain to CitiStorage. NYCT presently utilizes the firm, CitiStorage under a separate competitively solicited and awarded contract. The transfer will take approximately one year to complete.

MNR publicly advertised RFP No. 9054-A in the New York State Contract Reporter, New York Post, El Diario and on the MNR website on June 19, 2013. Five firms responded to the RFP: CitiStorage, Iron Mountain, Cornerstone Records Management, GRM Document Management, and Crown Records Management.

A two-step method RFP was administered through the MedPricer E-Procurement Platform. The E-Procurement platform is the MTA Board approved competitive process for soliciting and receiving proposals electronically and competitively negotiating in real-time on-line with the vendors competing for the procurement. Prospective proposers downloaded the RFP documents directly from the internet-based web site, submitted all requests for information and uploaded their technical and cost proposals to the platform.

# Staff Summary

On July 18, 2013, the technical proposals were formally received by MedPricer and the e-files were forwarded to MNR Procurement on July 24<sup>th</sup>. Five firms submitted proposals – CitiStorage, Iron Mountain, Cornerstone Records Management, GRM Document Management, and Crown Records Management. On August 1, 2013, MedPricer opened the Cost Proposals in the presence of the Selection Committee and conducted an electronic Live Negotiation via their E-Procurement Platform. Under this live negotiation, a series of questions were posed by the participating MTA Agencies, to all of the proposers. The live negotiation also provided an opportunity for the firms to submit “real-time” revised pricing. The goal of the live negotiation was to gauge the firms’ understanding of the Work Scope, clarify any information provided in the technical proposal, and eliminate those firms whose proposals were not competitive in the RFP-described technical areas.

As the possibility existed for the substantial transfer of existing boxes (based upon a vendor other than the incumbent being awarded this contract), the pricing requested within the RFP was based on the willingness to absorb 40% of the current vendors’ (Iron Mountain for MNR, LIRR, Bus and B & T, and HQ and CitiStorage for NYCT) permanent removal cost, as well as the standard costs (storage, supply, delivery, handling, retrieval, refile, and reboxing). This “absorption cost” question was posed during the live negotiation and yielded acceptances from Iron Mountain, CitiStorage and Cornerstone. Crown Records Management and GRM Document Management did not respond positively.

Based on the total weighted average score of both technical and cost components reviewed by the Selection Committee, three firms were selected as finalists (CitiStorage, Iron Mountain, and Cornerstone Records Management) and were requested to submit Best and Final Offers (BAFO) based on key factors (i.e.-unit costs per/box stored, destruction and permanent removal costs as well as the absorption of the transfer fee to relocate existing files from Iron Mountain). This process was used to identify the contractor providing the best overall value. CitiStorage was rated the highest of all three proposers, having overall costs for box storage, destruction and transfer that were approximately 20% lower than the other two proposers. In comparison to the unit prices presently paid for the various services, the MTA Agencies will realize a combined savings of approximately \$467K over the initial five year term of the contract and an estimated \$738K in the event the five annual renewal options are exercised. All unit costs for retrieval, removal and destruction will stay the same for the initial five year contract period and through the period of options if exercised.

Therefore, the Selection Committee determined that CitiStorage provides the best value and overall service for the required All-Agency Records Management Services.

### **III. D/M/WBE INFORMATION:**

After undertaking a thorough analysis, the MTA Department of Diversity and Civil Rights determined not to assign any goals to this contract due to the unavailability of NYS-certified M/WBE contractors/subcontractors able to perform the work.

### **IV. IMPACT ON FUNDING:**

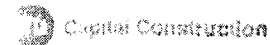
Each Participating Agency will fund their portion of the Contract utilizing their respective Operating Budgets.

### **V. ALTERNATIVES:**

There are no alternatives for this Contract; MTA does not have the available space nor expertise to provide for Records Management Services.

# Schedule C Competitive Request for Proposals (Award of Purchase or Public Work Contracts)

## Staff Summary



<b>Item Number 3</b>					
Dept & Dept Head Name: East Side Access, A. Paskoff					
Division and Division Head Name:					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	LI Committee	1/27/14	X		
2	Board	1/29/14	X		
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
3	Chief Financial Officer	8	President		
2	VP Project Controls	WV	Executive Vice President		
1	Chief Procurement Officer	5	Sr. Vice President & General Counsel		

<b>SUMMARY INFORMATION</b>	
Vendor Name Tutor Perini Corporation	Contract CS179
Description Systems Facilities Package No. 1 for East Side Access Project	
Total Amount \$550,388,000	
Contract Term 75 Months	
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 IV of the MTA All-Agency Procurement Guidelines, MTACCT requests Board approval to award Contract CS179, Systems Facilities Package No. 1 for the East Side Access ("ESA") Project to Tutor Perini Corporation, in the amount of \$550,388,000 (includes options) and for a period of 75 months.

### II. DISCUSSION:

On January 26, 2011, the Board adopted a resolution declaring that competitive bidding was impractical or inappropriate and that it was in the public interest to issue a competitive Request for Proposal ("RFP"), pursuant to Article III F of the All Agency Procurement Guidelines for Contract CS179, Systems Facilities Package No. 1 for the East Side Access ("ESA") Project.

CS179 is the first systems package installation contract for the East Side Access Project. The work under this Contract will be performed in the LIRR Grand Central Terminal (GCT) terminus station and the tunnels connecting the Harold Interlocking to GCT. This work includes fabrication, installation and testing of communications, public address, variable message signage, LIRR and emergency services radio systems, ESA control rooms and systems, SCADA (Supervisory Controls and Data Acquisition) systems, security CCTV and access control, fire detection, tunnel lighting, tunnel ventilation, and tunnel facility power systems for the East Side Access facilities. Under this Contract, the Contractor is responsible for the coordination of overall systems integration and the responsibility to interface with trackwork, traction power, signal systems within the tunnels and with the facility power, heating, ventilation, air conditioning, lighting, elevators, and escalators in GCT. These systems are provided under adjacent contracts including contracts for tunnel systems and equipment (CS084, CS234 and VS086), Manhattan structures and facilities (CM005, CM006 and CM007), Vent Plant Facilities (CM013, CM013A), GCT concourse (CM014A and CM014B and the for the Plaza Substation and Queens Structures (CQ032). Much of the work requires not only specific technical expertise but also a highly skilled labor force.

Prior to the solicitation for the systems contracts, MTACC conducted an industry outreach to obtain comments on how best to package the systems work. Several major contractors with appropriate experience in similar projects were given an information package to review. Meetings were held with the contractors to discuss issues such as packaging, scheduling, specifications, lead times for the fabrication of equipment and material, coordination between contracts, and industry capacity to handle the work. MTACC's systems packages and the Request for Proposal ("RFP") for this Contract incorporate information gleaned from this outreach effort. In addition, MTACC conducted a Project Overview Meeting in cooperation with the General Contractors Association of New York and the Building Trades Employers Association. An information package for CS179 was distributed at this meeting which included pre-final drawings, plans, diagrams, and a brief Scope of Work intended to provide a better understanding of the project scope and to ensure competition.

The Request for Proposals was advertised and issued on May 16, 2011. The advertisement appeared in the New York State Contract Reporter, NY Post, Engineering News Record, the Minority Commerce Weekly and the MTA Website. A total of fifty eight (58) firms requested the RFP of which approximately twenty (20) firms are considered to be prime contractors. On February 13, 2012, proposals were received from the following firms and/or Joint Ventures ("JV"): 1) Tutor Perini Corp., (Perini) 2) Kiewit Infrastructure (Kiewit), 3) Skanska/RailWorks JV, (Skanska/RailWorks) and 4) John Picone/E.J. Electric, JV. (Picone/EJ).



The Selection Committee evaluated the proposals based on the RFP evaluation criteria which included, among other things, the proposer's project organization, project schedule, experience, detailed estimated manpower, other contractual commitments, plan of approach, safety approach, quality assurance approach, assumptions, willingness to agree to proposed terms and conditions, adherence to the RFP requirements and cost. Upon conclusion of the technical, schedule and cost evaluations, all four (4) proposers were determined by the Selection Committee to be in a competitive range. There were however, still open questions/clarifications related to the work scope, schedule and cost that needed to be resolved before proceeding with negotiations. Therefore, the selection committee recommended that continued discussions for information gathering purposes related to those issues be held with all four (4) proposers. Informational gathering meetings to discuss specific items related to cost/schedule issues were conducted with all four firms. Expectations were clarified and recorded and revised cost proposals were requested from each of the four proposers. Based on the revised proposals, Kiewit was deemed not to be in a competitive range with the other qualified proposers and MTACC elected not to continue negotiations with Kiewit.

Over the next several months, meetings were held with the remaining proposers to provide further clarifications with regard to technical scope, terms and conditions, obsolescence, access restraints and associated cost savings. During this period, however, MTACC received bids on adjacent Contract CM012R, Manhattan Structures, which were rejected because all were over the Contract's budget. Because the CM012R Contract contained work which must be completed before the CS179 Contractor can perform its work, the rejection of the CM012R bids delayed further negotiation of the CS179 Contract.

CM012R was repackaged into three contracts, CM005, CM006 and CM007. Once the new packaging for the CM012R scope was developed and a risk assessment completed, MTACC revised the Access Restraints and Milestones for CS179 to coordinate with the new contract schedules. The overall schedule duration was increased from 44 months to 75 months. In addition, the CS179 work was allocated into a base contract with seven (7) options. The first five (5) options are designed to control the risk of delay to completion of work within contracts CM005, CM006 and CM007 and other contracts that must complete work before the CS179 contractor will have access to certain areas. The options do not have to be exercised if those contracts are substantially delayed. Two (2) additional options protect the MTA from equipment obsolescence and to provide flexibility to advance the fabrication of long lead equipment within existing funding constraints. Moreover, a number of the options are designed to be exercised only after additional Capital Plan funding is expected to be available. The Proposer's were asked to submit a Best and Final Offer (BAFO) based on the Options and the revised Access Restraints and Milestones.

On December 12, 2013, the three proposers submitted their final BAFOs in the following amounts:

Tutor Perini Corporation	\$550,388,000
John Picone/E.J. Electric Joint Venture	\$565,300,000
Skanska/Rail Works Joint Venture	\$565,880,000

The Selection Committee reviewed the BAFOs and unanimously selected the BAFO from Perini as the best overall technical proposal and as offering the best value to the MTA. Tutor Perini's BAFO in the amount of \$550,388,000 is \$14,912,000 less than the number two ranked firm's and falls within an acceptable parameter of MTACC's estimate (\$591,579,528 which reflected an earlier start time and shorter duration) and is therefore considered to be fair and reasonable.

MTACC is requesting Board approval for the base amount of \$333,588,000 plus the options amount of \$216,800,000, although the initial award will be only for the Base amount. The Options will be exercised by MTACC's Chief Procurement Officer only when it is clear that the required predecessor work will be complete, and, the work areas and funding for an option are available.

Responsibility checks were performed and Tutor Perini has pre-existing Significant Adverse Information ("SAI") as defined in the All-Agency Responsibility Guidelines. By memorandum dated July 6, 2011, the Chairman and CEO addressed the previous SAI and granted approval to make future awards to Perini and its subsidiaries unless new SAI regarding Tutor-Perini is uncovered. No new SAI has been uncovered with regard to Tutor-Perini since that time.

A financial analysis was performed and Perini was deemed to be financially stable and has the necessary financial resources to perform the work under this Contract.

### III. D/M/WBE:

This Contract is federally funded and is therefore covered by the regulation promulgated by the U S Department of Transportation at 49 CFR Part 26. The Department of Diversity and Civil Rights (DDCR) reviewed the requirements of the Contract and after undertaking a thorough analysis, the DDCR established a 17% DBE goal which Perini has pledged to meet.

In consideration of Perini's past D/M/WBE performance, Perini is currently short of its DBE goal on one MTACC Contract, CH054A. This is primarily due to the fact that certain items of work which were included in the Contract as allowance items allocated to DBEs have not been necessary. However, Tutor Perini has reaffirmed its commitment to maximizing its DBE participation under that Contract and is currently looking for additional DBE opportunities. Tutor-Perini has achieved its previous D/M/WBE goals on its other MTA Contracts.

**Schedule C Competitive Request for Proposals (Award of Purchase or Public Work Contracts)**

**Staff Summary**

Item Number 3



Capital Construction

Page 3 of 3

**IV. IMPACT ON FUNDING:**

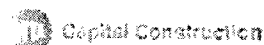
Funding for this Contract will be from the 2010 – 2014 (Base Work) and 2015 -2019 (Option Work) Capital Programs and the Federal Government (FTA).

**V. ALTERNATIVES:**

There are no viable alternatives for performing this work at this time. Based on the evaluation of the RFPs, Tutor Perini's proposal was highest rated I and provides the MTA with the best value and with a fair and reasonable price.

# Schedule C Competitive Request for Proposals (Award of Purchase or Public Work Contracts)

## Staff Summary



<b>Item Number 2</b>					
Dept & Dept Head Name: East Side Access, A. Paskoff					
Division and Division Head Name:					
<i>[Signature]</i>					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	LI Committee	1/27/14	X		
2	Board	1/29/14	X		
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
3	Chief Financial Officer	6	President		
4	VP Project Controls	5	Executive Vice President		
5	Chief Procurement Officer		SVP & General Counsel		

<b>SUMMARY INFORMATION</b>	
Vendor Name Frontier - Kemper Constructors	Contract Number CM006
Description CM006- Manhattan North Structures for the ESA Project	
Total Amount \$294,201,750	
Contract Term 32 Months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other	

### I. PURPOSE/RECOMMENDATION:

Pursuant to Article IV of the MTA All-Agency Procurement Guidelines, MTACC requests Board approval to award Contract CM006, Manhattan North Structures for the East Side Access Project to Frontier - Kemper Constructors in the amount of \$294,201,750 for a period of 32 Months.

### II. DISCUSSION:

On March 11, 2013, the Board adopted a resolution declaring that competitive bidding was impractical or inappropriate and that, pursuant to Subdivision 4(f) of Section 1285-a of the Public Authorities Law and Article III (A) (6) of the All Agency Procurement Guidelines, it is in the public interest to issue a Competitive Request for Proposal ("RFP"), for CM006, Manhattan North Structures for the East Side Access Project.

On November 21, 2012, all of the bids that were received for the Contract CM012R, Manhattan Structures II and Facilities Fit-Out CM012, were rejected as they were considerably higher than the Budget and Estimate. The revised strategy for procurement of the work that was included in CM012 was to issue several Additional Work Orders under current Contracts, and to award three new Contracts for the remaining work. The proposed CM006 - Manhattan North Structures Contract is one of the three new smaller Contracts. (Contract CM005 Manhattan South Structures was awarded on September 9, 2013, and Contract CM007 is scheduled to be awarded later this year).

The work under Contract CM006 is to fabricate and construct the permanent structural concrete lining, interior structures, and fit-out for caverns and tunnels previously excavated by others beneath and to the North of the existing Grand Central Terminal located in Manhattan. Much of the work requires not only specific technical expertise but also a highly skilled labor force.

The Request for Proposals was advertised on August 20, 2013. The advertisement appeared in the New York State Contract Reporter, NY Post, Engineering News Record, the Minority Commerce Weekly and the MTA Website. A total of 23 firms requested the RFP Documents. On October 17, 2013 proposals were received from the following entities:

Bernard Railroad LLC  
Frontier - Kemper Constructors  
Granite Construction Northeast  
Manhattan North Structures, Joint Venture  
Michels Corporation  
Skanska/Shea, JV

The Selection Committee evaluated the proposals based on the RFP evaluation criteria of a) Overall project cost, b) Project Schedule, and c) Technical Proposal.

## Schedule C Competitive Request for Proposals (Award of Purchase or Public Work Contracts)

### Staff Summary

Item Number 2

Capital Construction

Page 2 of 2

First, the Selection Committee evaluated the Technical proposals and Schedules. Based on this initial evaluation all six proposers were invited to give Oral Presentations on their technical approach and answer questions or provide clarifications. Following the oral presentations the Selection Committee finalized the scores on the technical and schedule proposal, concluded that all of the firms were technically qualified and then proceeded to open the Cost Proposal. Upon completion of the evaluation of the Cost Proposal, all of the proposers were deemed to be in a competitive range.

Based upon, among other things, comments and questions received during Oral Presentations, the Scope of Work was amended and then all proposers were requested to submit a Best and Final Offer (BAFO). The BAFOs were received on December 22, 2013 and the pricing is as follows:

Frontier – Kemper Constructors	\$298,201,750
Granite Construction Northeast	\$311,884,300
Michels Corporation	\$319,723,619
Manhattan North Structures, Joint Venture	\$323,347,000
Bernard Railroad LLC	\$334,005,213
Skanska/Shea, JV	\$357,960,000

The Selection Committee reviewed the BAFOs and determined that Frontier – Kemper Constructors provided the best overall technical proposal and the best value to MTACC. Upon further negotiation, Frontier-Kemper reduced their BAFO price by \$2,000,000 leading to a Last and Final Offer of \$294,201,750, which MTACC accepted. The agreed upon cost of \$294,201,750 is \$17,682,550 less than the second ranked firm's BAFO, compares favorably to MTACC's estimate of \$343,491,125 and is considered to be fair and reasonable.

Responsibility checks were performed on Frontier-Kemper and no Significant Adverse Information ("SAI") as defined in the MTA All-Agency Responsibility Guidelines was uncovered. Frontier – Kemper Constructors is a Wholly-Owned Subsidiary of Tutor Perini Corporation (Tutor-Perini) who has pre-existing SAI. By memorandum dated July 6, 2011, the Chairman and CEO addressed the previous SAI with regard to Tutor Perini and granted approval to make future awards to Perini and its subsidiaries unless new SAI regarding Tutor-Perini is uncovered. No new SAI has been uncovered with regard to Perini since that time.

A financial analysis was performed and Frontier-Kemper was deemed to be financially stable with the necessary financial resources to perform the work under this Contract.

#### III. DBE INFORMATION:

This Contract is federally funded and is therefore covered by the regulation promulgated by the U.S Department of Transportation at 49 CFR Part 26. The Department of Diversity and Civil Rights (DDCR) reviewed the requirements of the Contract and after undertaking a thorough analysis, DDCR established an 8.5% Disadvantaged Business Enterprise (DBE) goal which Frontier-Kemper has pledged to meet.

In consideration of Frontier – Kemper Constructors' past D/M/WBE performance, Frontier-Kemper has achieved its previous D/M/WBE goals on its other MTA Contract.

#### IV. IMPACT ON FUNDING:

Funding for this Contract will be from the 2010 – 2014 Capital Program and the Federal Government (FTA).

#### V. ALTERNATIVES:

There are no viable alternatives for performing this work at this time. Frontier – Kemper Constructors' BAFO provided the MTA with the best overall value.

# Staff Summary



Item Number 1					
Dept & Dept Head Name: East Side Access, A. Paskoff					
Division and Division Head Name:					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LI Committee	1/27/14	X		
2	Board	1/29/14	X		
Internal Approvals					
Order	Approval	Order	Approval		
3	Chief Financial Officer	6	President		
2	VP Project Controls	5	Executive Vice President		
1	Chief Procurement Officer		Sr. Vice President & General Counsel		

SUMMARY INFORMATION	
Vendor Name	Contract Number
Ansaldo STS USA, Inc.	VS086
Description	
System Package 3 – Tunnel Signal Procurement for the ESA Project	
Total Amount	
\$20,795,259	
Contract Term	
63 Months	
Option(s) included in Total Amount?	
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal?	
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other	
Funding Source	
<input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other	

## I. PURPOSE/RECOMMENDATION:

Pursuant to Article IV of the MTA All-Agency Procurement Guidelines, MTACC requests Board approval to award Contract VS086, Systems Facilities Package No. 3, Tunnel Signal Procurement for the East Side Access Project, to Ansaldo STS, USA Inc. in the amount of \$20,795,259 and for a period of 63 Months.

## II. DISCUSSION:

On February 27, 2012, the Board adopted a resolution declaring that competitive bidding was impractical or inappropriate and that, pursuant to Subdivision 4(f) of Section 1265-a of the Public Authorities Law and Article III (A) (6) of the All Agency Procurement Guidelines, it is in the public interest to issue a Competitive Request for Proposal ("RFP"), for Systems Package 3 – Tunnel Signal Procurement Package, for the East Side Access Project.

The scope of work for Contract VS086 covers the final design, manufacture, test and delivery of the GCT Tunnels signal system and associated wayside signaling equipment. The installation of the signal equipment will be performed under a separate future contract. The work under Contract VS086 requires not only specific technical expertise but also a highly skilled labor force. As part of Contract VS086, and in addition to the design, manufacture, test and delivery of the tunnel signal system, the Contractor must (i) be on-site fulltime to support the installation, testing and placing in revenue service of their equipment, (ii) interface with contractors providing other related systems, and (iii) monitor the condition of the equipment and the environment in which the equipment is kept until Final Completion.

Prior to the solicitation for the systems contracts, MTACC conducted an industry outreach to obtain comments on how best to package the systems work. Several major contractors with appropriate experience in similar projects, including some that had not previously performed work for LIRR, were given an information package to review. Meetings were held with the contractors to discuss issues such as packaging, scheduling, and specifications, lead times for the fabrication of equipment and material, coordination between contracts, and industry capacity to handle the work. MTACC's systems packages and the Request for Proposal ("RFP") for this Contract incorporate information gleaned from this outreach effort.


The Request for Proposals was advertised on August 21, 2012. The advertisement was placed in the New York State Contract Reporter, NY Post, Engineering and News Record, Minority Commerce Weekly and the MTA Website. The advertisement was also picked up by an independent source – Axis Track Report (a rail industry web based project reporting and tracking service). A total of five prospective proposers requested the RFP Documents. Proposals were received on January 15, 2013 from two (2) firms: (1) Ansaldo STS USA, Inc. (ASTS) and (2) GE Transportation Systems Global Signal (GETS).

Upon receipt of the proposals, MTACC contacted the other plan-holders to ascertain why they had not submitted a proposal. The responses were either that they did not manufacture or fabricate the required equipment or simply that they had decided against pursuing this procurement opportunity.

## Schedule C Competitive Request for Proposals (Award of Purchase or Public Work Contracts)

### Staff Summary

Item Number 1

 Capital Construction

Page 2 of 2

The Selection Committee evaluated the two proposals based on the RFP evaluation criteria and requirements, which included but was not limited to the proposer's project organization, project schedule, experience, detailed estimated manpower, other workload/contractual commitments, plan for performing the work, safety and quality assurance plan, agreement with the proposed terms and conditions, and cost.

After the technical evaluation period (which included evaluation of the written proposals and written clarifications from both Proposers), MTACC deemed the GETS proposal as not technically responsive because its proposed system did not meet specified minimum criteria. Specifically, the system proposed by GETS (i) had not been in operation in the United States for at least one year, and (ii) did not comply with, and was not exempted from, Federal Railroad Administration 49 CFR 236 Subpart H. Both of these requirements are critical considering the location, number of trains involved and complexity of being adjacent to Harold Interlocking.

The Selection Committee found the proposal by Ansaldo STS to be technically acceptable and it met the RFP Requirements. Accordingly, upon completion of the review of Technical Proposals, only Ansaldo's cost proposal was opened.

Ansaldo's original cost proposal was \$21,399,405 to execute and carry out the work as prescribed by the contract. MTACC's estimate was \$21,023,212. Negotiations were held with discussions focusing on the work scope, contract terms and conditions and cost saving recommendations. Upon completion of the negotiations, Ansaldo was requested to submit a Best and Final Offer. On December 3, 2013, Ansaldo submitted a BAFO for \$20,795,259 which MTACC accepted and is \$603,146 (2.8%) less than Ansaldo's original Proposal. The negotiated price of \$20,795,259 is considered to be fair and reasonable as it compares favorably to the MTACC estimate of \$21,023,212.

Responsibility checks were performed on Ansaldo and no Significant Adverse Information as defined in the MTA All-Agency Responsibility Guidelines. A financial analysis was performed and Ansaldo was deemed to be financially stable with the necessary financial resources to perform the work under this Contract.

#### III. D/M/WBE INFORMATION:

This Contract is federally funded and is therefore covered by the regulation promulgated by the U.S Department of Transportation at 49 CFR Part 26. The Department of Diversity and Civil Rights (DDCR) reviewed the requirements of the Contract and after undertaking a thorough analysis, DDCR determined not to assign any goals to this contract due to the highly specialized nature of the work and the unavailability of DBE contractors able to perform the work.

Ansaldo has not completed any MTA contracts with assigned D/M/WBE goals; therefore, no assessment of the firm's D/M/WBE performance can be made at this time.

#### IV. IMPACT ON FUNDING:

Funding for this Contract will be from the 2010 – 2014 Capital Program and the Federal Government (FTA).

#### V. ALTERNATIVES:

There are no viable alternatives for procuring this work at this time. Based on the evaluation of the RFPs, Ansaldo's was the only technically responsive proposal and their BAFO provided the MTA with a fair and reasonable price.

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## Schedule D: Ratification of Completed Procurement Actions

Item Number: 1-4

<b>Vendor Name (&amp; Location)</b> TelSys GmbH (Dresden, Germany) Molinari & Associates, Inc. (Ontario, Canada) Parsons (New York, NY) Honeywell (Lake Success, NY)		<b>Contract Number</b>  RFQ #69135	<b>AWO/Modification #</b>  N/A
<b>Description</b> Purchases of equipment to test and evaluate track intrusion detection warning systems		<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Contract Term (including Options, if any)</b> Six months		<b>Total Amount:</b> \$1,001,993 (Est.)	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a			
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive			
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Test and evaluate			
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:			
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Capital Program Management, Frederick E. Smith			

### Discussion:

It is requested that the Board declare competitive bidding impractical or inappropriate pursuant to subdivision 9(d) of Public Authorities Law §1209 and approve the award of four purchase contracts for the test and evaluation of new technologies for detecting and warning of intrusions by persons or objects onto the track in station areas. The statute states that contracts cannot be awarded until 30 days after Board action. Purchase contracts will then be awarded to the following four vendors: Telsys GmbH (TelSys) in the estimated amount of \$84,869; Molinari Associates Inc. (Molinari) in the estimated amount of \$157,126; Parsons in the estimated amount of \$211,302 and Honeywell in the estimated amount of \$548,696, each for test and evaluation. The total estimated value of these purchases will be \$1,001,993.

CPM has conducted extensive research into technologies to improve safety in the vicinity of the track in station areas, and this pilot will allow for several of these technologies to be tested and the systems evaluated in order to determine which technologies and systems work best in particular station configurations. TelSys (optical video analytics), Molinari (laser), Parsons (thermal imaging) and Honeywell (radar) were identified by CPM during the research period and selected for participation in the pilot with each vendor providing equipment to be installed to protect one subway platform edge. The systems create an electronic curtain that, if crossed, will trigger an alarm notifying the Rail Control Center and the approaching train operator. All four of these companies have successfully supplied similar systems currently in use in other rail systems. NYC Transit's interest in track intrusion technologies is currently being advertised on the NYC Transit website as well as in a series of domestic and international trade publications in an effort to attract other companies for possible further pilot testing with the goal of having multiple suppliers for each technology selected.

Due to the variety of station configurations throughout the NYC Transit system, multiple vendors' technologies must be tested and evaluated to ensure that NYC Transit is utilizing the most appropriate systems for each station's needs. Letters of Intent have already been issued to the vendors in order to expedite the commencement of the pilot program and all vendors have commenced work in furtherance of this pilot program. In-house forces will install all equipment with technical guidance from the vendors.

Procurement negotiated the best price possible from each vendor. The variations in pricing arise from the fact that the technologies as well as the quantity and complexity of the equipment and materials utilized by each vendor vary greatly. NYC Transit has determined that the equipment being provided by each vendor has been sold to other rail entities at comparable prices. Pricing provided by each vendor has been determined to be fair and reasonable.

Background investigations and materials revealed no "significant adverse information" (SAI) within the meaning of the All-Agency Responsibility Guidelines for TelSys, Molinari and Parsons. Honeywell had disclosed information that was considered SAI, but subsequently NYC Transit Management approval was received. Accordingly, all firms were found fully responsible for award.



## Schedule H: Modifications to Personal Service & Miscellaneous Contracts

Item Number: 1

<b>Vendor Name (&amp; Location)</b> Cubic Transportation Systems, Inc. (New York, NY)	
<b>Description</b> Automatic Fare Collection System	
<b>Contract Term (including Options, if any)</b> Two years	
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Non-comp	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: some work may be FTA funded	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Fare Payment Programs, Michael DeVitto	

Contract Number	AWO/M dification #
A-33778/05F9210	7
<b>Original Amount:</b> \$ 15,000,000	
<b>Prior Modifications:</b> \$ 20,000,000	
<b>Prior Budgetary Increases:</b> \$ 38,000,000	
<b>Current Amount:</b> \$ 73,000,000	
<b>This Request:</b> \$ 22,300,000 (Est.)	
<b>% of This Request to Current Amount:</b> 31.0%	
<b>% of Modifications (including This Request) to Original Amount:</b> 535.0%	

### Discussion:

This modification seeks Board approval to exercise the two-year option available under Mod. No. 6 to extend a non-competitive miscellaneous service contract with Cubic Transportation Systems, Inc. (Cubic) to continue to provide support for NYC Transit's Automatic Fare Collection (AFC) system from March 1, 2014 through February 29, 2016 in the estimated amount of \$22.3 million. Although the estimated spend for this two-year option is \$29.3 million, the Project Office anticipates a budget surplus of \$7 million, which will be applied to this Mod. No. 7. NYC Transit plans to utilize FTA funding for certain AFC equipment damaged by Superstorm Sandy.

In September 2005, the Board approved the award of AFC contract 3378/05F9210 to Cubic for a five-year term in the estimated amount of \$15 million. It is an Indefinite Quantity task order contract that includes negotiated labor rates. Under the contract, Cubic provides software programming and maintenance support for NYC Transit's MetroCard/AFC System on an as-needed basis. This work can include computer programming and software development; furnishing and delivering AFC equipment; and providing engineering services for updating AFC equipment configurations. Since award of the contract, the Board has approved three budget adjustments totaling \$38 million, as well as a contract extension for three years in the amount of \$20 million (Mod. No. 6). That three-year extension included this two-year option, but did not include funding for the option period. The adjusted contract value is \$73 million.





This two-year option is being exercised in order to accommodate requests for various AFC needs submitted by NYC Transit and its affiliates, including but not limited to: replacement of equipment damaged by Superstorm Sandy, purchase of AFC equipment for the Second Avenue project, the purchase of AFC equipment for the Cortlandt Street Station project, and ongoing state-of-good-repair work. This equipment will include, among other things, electronic turnstiles, MetroCard vending machines, MetroCard readers, and integrated farebox units.

This two-year option will provide the time needed for NYC Transit to determine how much longer the current AFC system will need to be supported before it is decommissioned and replaced by the MTA's New Fare Payment System. A future Board request to modify this contract will incorporate these future support requirements.

MTA-Audit completed an audit of Cubic's labor rates, field overhead rates, administrative costs and profit for the aforementioned three-year extension beginning March 2011, as well as this two-year option. Subsequently, NYC Transit's Technology Contracts Management and Cost/Price Analysis units conducted negotiations with Cubic to achieve additional savings on both the three-year extension and the additional two-year option. As a result of these negotiations, Cubic reduced its annual escalation rate for future contract years from 4% to 3%, reduced its profit from 10% to 8.5%, and eliminated all NY office costs from billing rates. NYC Transit realized significant savings over the extension period based on these concessions, and will continue to do so through the proposed two-year option.

All work will be conducted via task orders issued on an as-needed basis, at which time a scope of work will be developed and Cubic will provide a proposal that includes pricing based on agreed upon labor rates. Every proposal from Cubic is evaluated and analyzed in preparation for negotiations, and a task order is issued only once NYC Transit deems Cubic's proposed cost to be fair and reasonable.

# Staff Summary

Item Number 1					
Division & Division Head Name: VP Materiel, Stephen M. Plochochi					
					
Board Reviews					
Order	To	Date	Approval	Info	Other
Internal Approvals					
Order	Approval	Order	Approval		
1	Materiel 	5 X	Human Resources		
2 X	Law	6	Executive VP 		
3 X	Budget	7	President 		
4 X	Labor Relations				

SUMMARY INFORMATION	
Vendor Name RFP Authorizing Resolution	Contract Number TBD
Description Pharmacy Benefits Manager Services	
Total Estimated Amount Cost To Be Determined	
Contract Term (including Options, if any) Three-years, plus 2 one-year options	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input 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:	

## PURPOSE:

To request that the Board determine that competitive bidding is impractical or inappropriate and that it is in the public interest to issue a competitive Request for Proposals (RFP), pursuant to subdivision 9(f) of §1209 of the Public Authorities Law, to seek a Pharmacy Benefits Manager(s) (PBM) to administer the prescription drug program for various represented employees, retirees and their dependents.

## DISCUSSION:

Subdivision 9(f) of §1209 of the Public Authorities Law permits NYC Transit, when it is in the public interest, to use a competitive RFP in lieu of competitive bidding in order to evaluate qualitative factors in addition to cost in making an award. Approval is requested to use such an approach to retain a PBM to administer the prescription drug program.

As part of collective bargaining agreements, the Transport Workers Union (TWU), Amalgamated Transit Union (ATU), MTA Bus Company (MTABC) and certain members of bargaining and other groups are entitled to receive employee benefits. The contract(s) to be awarded will provide prescription drug benefits to approximately 150,000 participants, comprised of employees, retirees and their dependents. As part of collective bargaining, NYC Transit assumed responsibility for administering their employee and retiree benefits program starting with the TWU on July 1, 2003 to reduce administrative costs and increase effectiveness of the benefits program. Since that time, NYC Transit has administered these plans with providers for medical and prescription drugs for the employee and retiree benefits program.

In June 2009, the Board approved the award of a three-year contract with an effective date of September 1, 2009 to Innoviant, Inc. (now known as OptumRx, Inc.), a subsidiary of United Health Group, Inc. to provide PBM services in the estimated amount of \$490 million. The Board has also approved the extension of the contract and the exercising of an option that extended the term through December 31, 2014 and increased the estimated contract amount to \$940 million. Of the total annual expenditure for the prescription drug program, approximately 90% is for the cost of the drugs and the remaining balance is for dispensing prescriptions and fees for administration.

A PBM is a third party administrator of prescription drug programs and is primarily responsible for processing and paying prescription drug claims for the drug plan. A PBM is also responsible for developing and maintaining the formulary (list of prescription medications that a drug plan will pay for), contracting with pharmacies, and negotiating discounts and rebates with drug manufacturers. Due to their larger purchasing pool for prescription drugs, PBMs can negotiate rebates and discounts on behalf of their clients.

PBMs operate using different business and pricing models. Based on a recommendation made by an NYC Transit consultant for health benefits issues, NYC Transit will solicit, evaluate and negotiate a contract based on a traditional pricing model as this offers the most savings and is more prevalent in the market today with claims priced uniformly at fixed discounts and dispensing fees.

By using the RFP process, NYC Transit will have the opportunity to evaluate technical factors such as experience and stability of the proposer in addition to the various proposers' offers on pricing for retail, mail, Employer Group Waiver Plan + Wrap (EGWP) and specialty drugs dispensed, audit provisions, financial guarantees, and overall cost. The proposals will also be evaluated based on criteria such as compliance with NYC Transit requirements and contract terms, maintaining a large network of pharmacies, prior experience and capability, and services offered. In addition, the RFP process will enable NYC Transit to explore different programs that the PBM may have to lower costs, or result in more than one award, based on the various elements of the program.

In an effort to achieve further savings based on the incentives contained in the Affordable Care Act, NYC Transit may also seek a separate PBM to administer the EGWP prescription drug plan for Medicare retirees and their dependents. Although NYC Transit would prefer to make a single PBM award for both the commercial and EGWP plans, it will seek a provider(s) that offers the best service and lowest cost for each plan. As such, multiple awards may be made in order to achieve these objectives.

### **IMPACT ON FUNDING:**

Funds are available in NYC Transit's Health and Welfare Budget under Account No. 701741, Responsibility Center No. 7551 and Function No. 991. Approximately 7% of the total cost is attributable to MTABC.

### **ALTERNATIVES:**

Issue an Invitation to Bid. Not recommended, given the factors cited above and the negotiating flexibility an RFP affords.

### **RECOMMENDATION:**

It is recommended that the Board determine that competitive bidding is impractical or inappropriate and that it is in the public interest to use the competitive RFP process, pursuant to Subdivision 9(f) of §1209 of the Public Authorities Law, to award the contract.

## Staff Summary



Page 1 of 2

Item Number 1						<b>SUMMARY INFORMATION</b>																									
Department & Division Head Name: <i>[Signature]</i>						Vendor Name																									
Chief Officer, Procurement, James P. Curry						Contract Number MSR131646																									
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="6">Board Reviews</th> </tr> <tr> <th>Order</th> <th>To</th> <th>Date</th> <th>Approval</th> <th>Info</th> <th>Other</th> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>						Board Reviews						Order	To	Date	Approval	Info	Other													Description Conversion of 387 Orion hybrid buses to conventional diesel propulsion	
						Board Reviews																									
						Order	To	Date	Approval	Info	Other																				
Total Amount Cost To Be Determined		Contract Term (including Options, if any) Two Years																													
		Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																													
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="4">Internal Approvals</th> </tr> <tr> <th>Order</th> <th>Approval</th> <th>Order</th> <th>Approval</th> </tr> <tr> <td>1</td> <td>Procurement <i>[Signature]</i></td> <td>5</td> <td>EVP <i>[Signature]</i></td> </tr> <tr> <td>2</td> <td>Law <i>[Signature]</i></td> <td>6</td> <td>President <i>[Signature]</i></td> </tr> <tr> <td>3</td> <td>Budget <i>[Signature]</i></td> <td> </td> <td> </td> </tr> <tr> <td>4</td> <td>CMO Buses <i>[Signature]</i></td> <td> </td> <td> </td> </tr> </table>		Internal Approvals				Order	Approval	Order	Approval	1	Procurement <i>[Signature]</i>	5	EVP <i>[Signature]</i>	2	Law <i>[Signature]</i>	6	President <i>[Signature]</i>	3	Budget <i>[Signature]</i>			4	CMO Buses <i>[Signature]</i>			Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No					
		Internal Approvals																													
Order	Approval	Order	Approval																												
1	Procurement <i>[Signature]</i>	5	EVP <i>[Signature]</i>																												
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4	CMO Buses <i>[Signature]</i>																														
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<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="2">Funding Source</th> </tr> <tr> <td><input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other</td> </tr> </table>		Funding Source		<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other	<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other																										
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### PURPOSE:

To request that the Board determine that competitive bidding is impractical or inappropriate and that it is in the public interest to use the competitive Request for Proposals (RFP) process, pursuant to Subdivision 4(f) of §1265-a of the Public Authorities Law, for the conversion of 387 Orion hybrid/electric buses to conventional diesel propulsion for MTA Bus Company (MTABC).

### DISCUSSION:

Subdivision 4(f) of §1265-a of the Public Authorities Law permits the Board to adopt a resolution declaring that competitive bidding is impractical or inappropriate because it is in the public interest to award a contract pursuant to a competitive RFP process. MTABC Procurement seeks to award two separate contracts; one for 283 Orion hybrid buses, model years 2006-2007 and a separate contract for 104 Orion hybrid buses, model year 2009. Each of the two year contracts will be awarded to qualified vendors who will be invited to propose under the belief that an RFP provides the best method of awarding contract(s) for this work so that critical factors other than price can be evaluated. MTABC is desirous of utilizing such a procedure with respect to the procurement of these hybrid propulsion system conversions.

MTABC and NYC Transit's Department of Buses (DOB) operate a total of 1,677 Orion hybrid buses (389 MTABC and 1,288 DOB). These fleets of Orion buses utilize a hybrid propulsion system that is manufactured by BAE Systems Control, Inc. As the fleets of the MTABC hybrid buses have aged they have experienced a high failure rate of the five major hybrid propulsion system components: engine, traction motor, traction generator, batteries and propulsion control system.

Hybrid bus information to date indicates that hybrid buses provide improved fuel economy in traffic-congested areas where the average mile per hour is lower than other duty cycles. MTABC's service for local buses is entirely based in the boroughs (primarily Brooklyn and Queens) where the average bus speed is higher than the desired average bus speed for hybrids, which is less than eight miles per hour. The higher speed operating profile significantly reduces the fuel economy advantage of hybrid buses and results in higher hybrid maintenance costs to operate hybrid buses in service.

## Staff Summary

The MTABC fleet of hybrid buses, which was placed into service in 2006, 2007 and 2009, represents the most likely opportunity for potential hybrid conversions to conventional diesel propulsion systems. In July 2012, the Board approved a prototype hybrid conversion for the 2006-2007 fleet for in-service evaluation to determine if a conversion from hybrid electric to diesel propulsion can be successful from both a maintenance and return on investment perspective within the remaining bus life cycle, given the higher speed operating profile. The prototype hybrid conversion 2006-2007 bus is currently in service in the MTABC higher speed duty cycle, and has performed in a reliable and cost effective manner. During the second quarter of this year MTABC expects to proceed with the prototype conversion for the 2009 fleet. The conversion of all 389 MTABC hybrids to conventional diesel propulsion with clean fuel technology will result in a more cost effective bus propulsion system and improved regulated emissions profile.

In conjunction with the 2006-2007 prototype hybrid conversion, MTABC developed a scope of work, instructions and bills of materials which will be used for the RFP. Utilizing the RFP process enables MTABC to have maximum flexibility in obtaining the best value in cost and service that complies with the specifications and delivery requirements. Through this process, MTABC will have greater freedom to negotiate and structure a contract that best meets the following criteria: 1) price per bus, 2) timeframe and turnaround time, 3) vendor qualifications and experience, 4) production plan and site location and 5) other relevant matters, including but not limited to, warranty, engineering support and supply chain management.

Upon completion of the RFP process for the 2006, 2007 and 2009 model year fleets, MTABC will seek Board approval for the actual contract awards.

### **IMPACT ON FUNDING:**

This project is funded from MTA Bus monies that are provided by New York City.

### **ALTERNATIVES:**

Issue a competitive IFB. Not recommended, given the complexity of this procurement and the advantages offered by the RFP process.

### **RECOMMENDATION:**

It is recommended that the Board determine that competitive bidding is impractical or inappropriate and that it is in the public interest to use the competitive RFP process, pursuant to Subdivision 4(f) of §1265-a of the Public Authorities Law, to award the contracts.

**MTA CONSOLIDATED**  
**EXPLANATION OF MAJOR VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL**  
**NOVEMBER 2013 YEAR-TO-DATE**  
**(\$ in millions)**

	Favorable (Unfavorable)		Reason for Variance
	Variance	Percent	
Total Revenue	\$15.2	0.2%	<p><u>B&amp;T</u> - \$13.6M in increased toll revenue resulting from higher traffic volume largely due to favorable weather.</p> <p><u>NYCT</u> - \$4.0M primarily reflecting higher advertising and paratransit Urban Tax revenues.</p> <p><u>FMTAC</u> - \$3.7M favorable due to a higher market value of the invested asset portfolio.</p> <p><u>MTA Bus</u> - (\$3.3M) unfavorable mainly due to the timing of capital and other reimbursements and other operating revenue receipts.</p> <p><u>MTA HQ</u> - (\$1.9M) reflecting an adjustment which reduced rental revenue for Two Broadway.</p> <p><u>LIRR</u> - (\$0.8M) unfavorable primarily due to the timing of advertising and miscellaneous revenue.</p>
Total Expenses	\$146.1	1.1%	<p><u>NYCT</u> - \$62.3M favorable primarily due to lower OPEB account expenses (\$27.5M) based on current actuarial information. In addition, there were favorable underruns in health &amp; welfare, payroll, other fringe benefits expenses and reimbursable overhead, as well as favorable timing in maintenance and other operating contracts expenses. These results were partially offset by higher depreciation expenses (\$5.6M) resulting from the timing of assets reaching beneficial use.</p> <p><u>HQ</u> - \$34.4M favorable primarily due to the timing of professional service contracts (e.g., IT hardware and software and corporate-wide contracts), maintenance and other operating contracts (e.g., Two Broadway and IESS expenses), and lower expenses for payroll (e.g., higher vacancy levels), depreciation, other business expenses and OPEB obligation. These results were partially offset by higher overtime expenses due to the timing of directed patrol reimbursements, and a lower level of billing for recoverable expenses.</p>

**MTA CONSOLIDATED**  
**EXPLANATION OF MAJOR VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL**  
**NOVEMBER 2013 YEAR-TO-DATE**  
**(\$ in millions)**

	Favorable (Unfavorable)		Reason for Variance
	Variance	Percent	
			<p><u>LIRR</u> - \$31.3M favorable primarily due to lower expenses for: health &amp; welfare expenses (including OPEB Current), Railroad Retirement taxes, liability insurance, public liability expense, HVAC maintenance, waste maintenance, vegetation management, cleaning services, non-revenue vehicle repairs, security services, hazardous waste cleanup, IT hardware, software and maintenance expenses, other outside professional services, miscellaneous inventory adjustments, lower chargeouts of running repair material in the Car and Support Shops and timing of payments for fuel and joint facilities, partially offset by higher electric power, overtime and FELA payments</p> <p><u>MNR</u> - \$23.2M favorable primarily due to lower labor expenses (e.g. higher vacancy levels, lower fringe benefits and lower employee claims expenses). In addition, non-labor expenses were lower due to underspending in maintenance and other operating contracts and professional services. These results were partially offset by higher overtime expenses as a result of the accelerated Infrastructure Improvement Program and coverage necessitated by vacant positions.</p> <p><u>SIR</u> - \$6.0M favorable mainly attributable to: auto purchases previously captured under maintenance contracts but now capitalized, the timing of materials and supplies, electric power, health &amp; welfare/OPEB and insurance, and lower depreciation expenses.</p> <p><u>B&amp;T</u> - \$4.3M favorable primarily due to lower depreciation and overtime expenses, and timing.</p> <p><u>Other Expense Adjustments</u> - \$5.2M favorable primarily due to the timing of B&amp;T capital transfers.</p> <p><u>FMTAC</u> - (\$20.9M) unfavorable primarily due to an increase in year-to-date claims activity (e.g., Excess Loss, NYCT Owner-Controlled Insurance Program (OCIP) Casualty, MNR Force Account and Paratransit programs), and higher incurred general &amp; administrative expenses, commissions, and safety loss control expenses.</p>
Subsidies	115.9	2.2%	The favorable variance was mainly attributable to higher MRT and Urban Tax accruals, due to stronger than anticipated real estate transactions, and higher PMT and NYC Operating Assistance, both due to timing of accrual. This was partially offset by lower City Subsidy to MTA Bus due to accrual timing difference.
Debt Service	24.8	1.2%	Favorable variance is primarily due to the lower than budgeted rates for Commercial Paper and Transportation Revenue Bonds.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**MID-YEAR AND NOVEMBER FORECASTS vs. ACTUAL RESULTS (NON-REIMBURSABLE)**  
**NOVEMBER 2013 YEAR-TO-DATE**  
**(\$ in millions)**

	November Year-to-Date			Favorable(Unfavorable) Variance			
	Mid-Year	November	Actual	Mid-Year Forecast	November Forecast		
	Forecast	Forecast		%	%		
<b>Total Revenue</b>	<b>\$7,173.1</b>	<b>\$7,211.9</b>	<b>\$7,227.1</b>	<b>\$53.9</b>	<b>0.8</b>	<b>\$15.2</b>	<b>0.2</b>
<b>Total Expenses before Non-Cash Liability Adjs</b>	<b>9,900.4</b>	<b>9,775.6</b>	<b>9,657.9</b>	<b>242.6</b>	<b>2.5</b>	<b>117.7</b>	<b>1.2</b>
Depreciation	2,072.3	1,975.8	1,977.4	94.9	4.6	(1.5)	(0.1)
OPEB Obligation	1,405.3	1,389.9	1,357.9	47.5	3.4	32.0	2.3
Environmental Remediation	4.6	3.5	5.5	(1.0)	(20.3)	(2.0)	(55.3)
<b>Total Expenses</b>	<b>\$13,382.6</b>	<b>\$13,144.7</b>	<b>\$12,998.7</b>	<b>\$384.0</b>	<b>2.9</b>	<b>\$146.1</b>	<b>1.1</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$6,209.5)</b>	<b>(\$5,932.9)</b>	<b>(\$5,771.6)</b>	<b>\$438.0</b>	<b>7.1</b>	<b>\$161.2</b>	<b>2.7</b>
<b>Subsidies</b>	<b>\$5,396.2</b>	<b>\$5,391.5</b>	<b>\$5,507.4</b>	<b>\$111.2</b>	<b>2.1</b>	<b>\$115.9</b>	<b>2.2</b>
<b>Debt Service</b>	<b>\$2,015.8</b>	<b>\$2,007.8</b>	<b>\$1,983.0</b>	<b>\$32.9</b>	<b>1.6</b>	<b>\$24.8</b>	<b>1.2</b>

**NOTE:**

- Results are preliminary and subject to audit review
- Totals may not add due to rounding
- \* Variance exceeds 100%



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**Consolidated Accrual Statement of Operations by Category**  
**November 2013**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)		Mid-Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$457.5	\$451.6	(\$5.9)	(1.3)	\$0.0	\$0.0	\$0.0	-	\$457.5	\$451.6	(\$5.9)	(1.3)
Vehicle Toll Revenue	130.3	135.7	5.4	4.1	0.0	0.0	0.0	-	130.3	135.7	5.4	4.1
Other Operating Revenue	51.8	52.5	0.7	1.4	0.0	0.0	0.0	-	51.8	52.5	0.7	1.4
Capital & Other Reimbursements	0.0	0.0	0.0	-	116.3	141.5	25.2	21.6	116.3	141.5	25.2	21.6
<b>Total Revenue</b>	<b>\$639.6</b>	<b>\$639.8</b>	<b>\$0.2</b>	<b>0.0</b>	<b>\$116.3</b>	<b>\$141.5</b>	<b>\$25.2</b>	<b>21.6</b>	<b>\$755.9</b>	<b>\$781.3</b>	<b>\$25.4</b>	<b>3.4</b>
<b>Expenses</b>												
<b>Labor</b>												
Payroll	\$366.9	\$354.4	\$12.5	3.4	\$47.8	\$46.8	\$1.0	2.1	\$414.7	\$401.2	\$13.5	3.3
Overtime	39.9	45.3	(\$5.4)	(13.6)	2.7	18.2	(\$15.4)	*	42.6	63.4	(\$20.8)	(48.9)
Health and Welfare	78.4	75.4	3.1	3.9	5.2	4.6	0.6	12.3	83.7	80.0	3.7	4.4
OPEB Current Payment	40.2	32.6	7.6	18.8	0.0	0.0	0.0	-	40.2	32.6	7.6	18.8
Pensions	48.9	29.0	19.9	40.7	3.2	3.1	0.1	3.3	52.2	32.2	20.0	38.4
Other Fringe Benefits	46.4	42.4	4.0	8.5	12.8	16.6	(3.7)	(29.1)	59.2	59.0	0.2	0.3
Reimbursable Overhead	(24.4)	(34.4)	10.0	40.8	24.3	34.3	(10.1)	(41.5)	(0.2)	(0.1)	(0.1)	(51.8)
<b>Total Labor Expenses</b>	<b>\$596.3</b>	<b>\$544.8</b>	<b>\$51.5</b>	<b>8.6</b>	<b>\$96.1</b>	<b>\$123.5</b>	<b>(\$27.5)</b>	<b>(28.6)</b>	<b>\$692.4</b>	<b>\$668.3</b>	<b>\$24.1</b>	<b>3.5</b>
<b>Non-Labor</b>												
Electric Power	\$40.9	\$34.7	\$6.3	15.3	\$0.0	\$0.1	(\$0.1)	*	\$40.9	\$34.7	\$6.2	15.2
Fuel	23.2	20.2	2.9	12.7	0.0	0.0	0.0	-	23.2	20.2	2.9	12.7
Insurance	2.3	4.3	(2.1)	(92.2)	0.6	0.6	(0.0)	(0.4)	2.9	4.9	(2.1)	(72.8)
Claims	14.5	24.6	(10.1)	(69.5)	0.0	0.0	0.0	-	14.5	24.6	(10.1)	(69.5)
Paratransit Service Contracts	34.8	28.8	6.0	17.2	0.0	0.0	0.0	-	34.8	28.8	6.0	17.2
Maintenance and Other Operating Contracts	48.7	32.8	15.9	32.6	3.3	6.1	(2.8)	(85.0)	52.0	38.9	13.1	25.1
Professional Service Contracts	32.0	19.5	12.4	38.9	4.3	3.5	0.8	19.1	36.3	23.0	13.2	36.5
Materials & Supplies	45.8	38.7	7.2	15.7	11.2	7.5	3.7	32.9	57.0	46.1	10.9	19.0
Other Business Expenses	21.4	13.4	8.0	37.3	0.9	0.2	0.7	74.1	22.3	13.6	8.6	38.8
<b>Total Non-Labor Expenses</b>	<b>\$263.5</b>	<b>\$217.0</b>	<b>\$46.5</b>	<b>17.8</b>	<b>\$20.3</b>	<b>\$18.0</b>	<b>\$2.3</b>	<b>11.3</b>	<b>\$283.8</b>	<b>\$235.0</b>	<b>\$48.8</b>	<b>17.2</b>
<b>Other Expense Adjustments:</b>												
Other	4.6	2.7	1.9	41.6	0.0	0.0	0.0	-	4.6	2.7	1.9	41.6
General Reserve	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-
<b>Total Other Expense Adjustments</b>	<b>\$4.6</b>	<b>\$2.7</b>	<b>\$1.9</b>	<b>41.6</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>-</b>	<b>\$4.6</b>	<b>\$2.7</b>	<b>\$1.9</b>	<b>41.6</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$864.4</b>	<b>\$764.6</b>	<b>\$99.9</b>	<b>11.6</b>	<b>\$116.3</b>	<b>\$141.5</b>	<b>(\$25.2)</b>	<b>(21.6)</b>	<b>\$980.7</b>	<b>\$906.0</b>	<b>\$74.7</b>	<b>7.6</b>
Depreciation	203.6	180.6	23.0	11.3	0.0	0.0	0.0	-	203.6	180.6	23.0	11.3
OPEB Obligation	28.5	30.1	(1.6)	(5.5)	0.0	0.0	0.0	-	28.5	30.1	(1.6)	(5.5)
Environmental Remediation	0.2	0.2	0.0	0.2	0.0	0.0	0.0	-	0.2	0.2	0.0	0.2
<b>Total Expenses</b>	<b>\$1,096.8</b>	<b>\$975.3</b>	<b>\$121.3</b>	<b>11.1</b>	<b>\$116.3</b>	<b>\$141.5</b>	<b>(\$25.2)</b>	<b>(21.6)</b>	<b>\$1,213.0</b>	<b>\$1,116.8</b>	<b>\$96.2</b>	<b>7.9</b>
<b>Net Surplus/(Deficit) excluding Subsidies and Debt Service</b>	<b>(\$457.1)</b>	<b>(\$335.6)</b>	<b>\$121.6</b>	<b>26.6</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>*</b>	<b>(\$457.1)</b>	<b>(\$335.6)</b>	<b>\$121.6</b>	<b>26.6</b>
Subsidies	330.8	354.6	23.8	7.2	0.0	0.0	0.0	-	330.8	354.6	23.8	7.2
Debt Service	140.7	92.3	48.4	34.4	0.0	0.0	0.0	-	140.7	92.3	48.4	34.4

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

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**JULY FINANCIAL PLAN - 2013 MID-YEAR FORECAST**  
**Consolidated Accrual Statement of Operations by Category**  
**November Year-to-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)			
	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent	Mid-Year Forecast	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$5,000.2	\$5,022.5	\$22.3	0.4	\$0.0	\$0.0	\$0.0	-	\$5,000.2	\$5,022.5	\$22.3	0.4
Vehicle Toll Revenue	1,480.2	1,509.3	29.0	2.0	0.0	0.0	0.0	-	1,480.2	1,509.3	29.0	2.0
Other Operating Revenue	692.7	695.3	2.6	0.4	0.0	0.0	0.0	-	692.7	695.3	2.6	0.4
Capital & Other Reimbursements	0.0	0.0	0.0	-	1,304.5	1,326.5	22.0	1.7	1,304.5	1,326.5	22.0	1.7
<b>Total Revenue</b>	<b>\$7,173.1</b>	<b>\$7,227.1</b>	<b>\$53.9</b>	<b>0.8</b>	<b>\$1,304.5</b>	<b>\$1,326.5</b>	<b>\$22.0</b>	<b>1.7</b>	<b>\$8,477.6</b>	<b>\$8,553.6</b>	<b>\$76.0</b>	<b>0.9</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$3,897.2	\$3,853.3	\$43.9	1.1	\$469.4	\$435.3	\$34.1	7.3	\$4,366.6	\$4,288.5	\$78.1	1.8
Overtime	513.5	561.7	(48.2)	(9.4)	94.2	139.9	(45.7)	(48.6)	607.6	701.6	(93.9)	(15.5)
Health and Welfare	850.0	816.8	33.1	3.9	54.6	49.3	5.2	9.6	904.5	866.2	38.3	4.2
OPRB Current Payment	419.4	403.8	15.6	3.7	0.0	0.0	0.0	-	419.4	403.8	15.6	3.7
Pensions	1,257.6	1,237.3	20.4	1.6	59.8	60.7	(0.8)	(1.4)	1,317.5	1,297.9	19.5	1.5
Other Fringe Benefits	532.5	517.4	15.1	2.8	134.8	137.5	(2.7)	(2.0)	667.3	654.8	12.5	1.9
Reimbursable Overhead	(281.9)	(295.8)	14.0	5.0	280.4	294.4	(13.9)	(5.0)	(1.4)	(1.5)	0.1	3.5
<b>Total Labor Expenses</b>	<b>\$7,188.3</b>	<b>\$7,094.4</b>	<b>\$93.9</b>	<b>1.3</b>	<b>\$1,093.3</b>	<b>\$1,117.0</b>	<b>(\$23.8)</b>	<b>(2.2)</b>	<b>\$8,281.5</b>	<b>\$8,211.4</b>	<b>\$70.1</b>	<b>0.8</b>
<b>Non-Labor:</b>												
Electric Power	\$468.5	\$456.1	\$12.5	2.7	\$0.2	\$0.8	(\$0.5)	*	\$468.8	\$456.8	\$11.9	2.5
Fuel	242.4	239.5	2.9	1.2	0.0	0.0	0.0	20.0	242.4	239.6	2.9	1.2
Insurance	25.3	30.8	(5.5)	(21.9)	7.5	6.3	1.2	15.6	32.8	37.1	(4.4)	(13.3)
Claims	182.7	204.2	(21.6)	(11.8)	0.0	0.0	0.0	-	182.7	204.2	(21.6)	(11.8)
Paratransit Service Contracts	356.4	334.2	22.2	6.2	0.0	1.0	(1.0)	-	356.4	335.2	21.2	6.0
Maintenance and Other Operating Contracts	494.1	434.1	60.0	12.1	48.3	60.6	(12.3)	(25.5)	542.4	494.7	47.7	8.8
Professional Service Contracts	262.4	247.1	15.2	5.8	43.1	40.9	2.1	5.0	305.5	288.1	17.4	5.7
Materials & Supplies	465.0	438.6	26.4	5.7	106.6	95.9	10.7	10.1	571.6	534.5	37.1	6.5
Other Business Expenses	180.1	144.9	35.2	19.5	5.5	4.0	1.5	27.0	185.6	148.9	36.7	19.8
<b>Total Non-Labor Expenses</b>	<b>\$2,676.9</b>	<b>\$2,529.7</b>	<b>\$147.2</b>	<b>5.5</b>	<b>\$211.2</b>	<b>\$209.5</b>	<b>\$1.7</b>	<b>0.8</b>	<b>\$2,888.1</b>	<b>\$2,739.1</b>	<b>\$149.0</b>	<b>5.2</b>
<b>Other Expense Adjustments:</b>												
Other	35.2	33.8	1.4	3.9	0.0	0.0	0.0	-	35.2	33.8	1.4	3.9
General Reserve	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-
<b>Total Other Expense Adjustments</b>	<b>\$35.2</b>	<b>\$33.8</b>	<b>\$1.4</b>	<b>3.9</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>-</b>	<b>\$35.2</b>	<b>\$33.8</b>	<b>\$1.4</b>	<b>3.9</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$9,900.4</b>	<b>\$9,657.9</b>	<b>\$242.5</b>	<b>2.4</b>	<b>\$1,304.5</b>	<b>\$1,326.5</b>	<b>(\$22.0)</b>	<b>(1.7)</b>	<b>\$11,204.9</b>	<b>\$10,984.4</b>	<b>\$220.4</b>	<b>2.0</b>
Depreciation	2,072.4	1,977.4	95.0	4.6	0.0	0.0	0.0	-	2,072.4	1,977.4	95.0	4.6
OPRB Obligation	1,405.3	1,357.9	47.4	3.4	0.0	0.0	0.0	-	1,405.3	1,357.9	47.4	3.4
Environmental Remediation	4.6	5.5	(0.9)	(19.1)	0.0	0.0	0.0	-	4.6	5.5	(0.9)	(19.1)
<b>Total Expenses</b>	<b>\$13,382.7</b>	<b>\$12,998.7</b>	<b>\$384.0</b>	<b>2.9</b>	<b>\$1,304.5</b>	<b>\$1,326.5</b>	<b>(\$22.0)</b>	<b>(1.7)</b>	<b>\$14,687.2</b>	<b>\$14,325.2</b>	<b>\$362.0</b>	<b>2.5</b>
<b>Net Surplus/(Deficit) excluding Subsidies and Debt Service</b>	<b>(\$6,209.6)</b>	<b>(\$5,771.6)</b>	<b>\$438.0</b>	<b>7.1</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>*</b>	<b>(\$6,209.6)</b>	<b>(\$5,771.6)</b>	<b>\$438.0</b>	<b>7.1</b>
Subsidies	5,396.2	5,507.4	111.2	2.1	0.0	0.0	0.0	-	5,396.2	5,507.4	111.2	2.1
Debt Service	2,015.8	1,983.0	32.9	1.6	0.0	0.0	0.0	-	2,015.8	1,983.0	32.9	1.6

→ Results are preliminary and subject to audit review.

→ Differences are due to rounding

\* Variance exceeds 100%.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
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(\$ in millions)

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Generic Revenue or Expense Category	Nonreimb or Reimb	NOVEMBER		Reasons for Variance	YEAR-TO-DATE		Reasons for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
Farebox Revenue	NR	(5.9)	(1.3)	MNR was unfavorable by (\$6.2M) mainly due to fare credits given to customers impacted by the September Con Ed power failure on the New Haven Line, and lower ridership. The LIRR was unfavorable by (\$0.4M) due to lower average fares. These results were partially offset by a favorable variance of \$0.6M at NYCT primarily due to increased ridership reflecting favorable employment trends.	22.3	0.4	NYCT and MTA Bus had favorable variances of \$28.4M and \$2.2M, respectively, due to increased ridership reflective of employment trends. These results were partially offset by unfavorable variances of (\$7.7M) at MNR, mostly due to fare credits given to customers impacted by the September Con Ed power failure on the New Haven Line, and (\$0.7M) at the LIRR due to lower ridership.
Vehicle Toll Revenue	NR	5.4	4.1	The favorable variance was due to higher traffic volume.	29.0	2.0	The favorable variance reflects the impact of higher traffic volume and a higher average toll.
Other Operating Revenue	NR	0.7	1.4	The favorable outcome largely reflects the impact of higher paratransit urban tax and advertising revenues -- \$0.8M at NYCT, higher net GCT retail revenue and advertising revenues -- \$0.8M at MNR, and higher revenues from the Battery Parking Garage and E-ZPass administrative fees -- \$0.4M at B&T. Combined, this favorable outcome was partially offset by a negative shift in the market value of the invested asset portfolio -- (\$0.9M) at FMTAC, and timing at MTA Bus -- (\$0.4M).	2.6	0.4	The favorable outcome largely reflects the impact of higher paratransit urban tax, advertising revenues, and miscellaneous income resulting from fare media transactions -- \$8.5M at NYCT, higher Battery Parking Garage revenue and E-ZPass administrative fees -- \$1.6M at B&T, the timing of federal reimbursements for Superstorm Sandy (Sandy) -- \$1.4M at the LIRR, higher net GCT retail revenue and higher advertising revenues -- \$0.9M at MNR, and the timing of Transit Museum sales -- \$0.4M at MTA HQ. These outcomes were partially offset by a negative shift in the market value of the invested asset portfolio -- (\$9.5M) at FMTAC, and lower NYC student /senior fare reimbursements and timing -- (\$0.8M) at MTA Bus.
Payroll	NR	12.5	3.4	Higher vacancies were primarily responsible for favorable variances of \$11.5M at NYCT, \$2.2M at MTAHQ, \$1.8M at MNR, and \$1.7M at the LIRR. These results were partially offset by higher costs at MTA Bus of (\$2.7M) primarily due to the incorrect charging of interagency fringe benefits to payroll, and B&T of (\$2.1M) mostly due to timing.	43.9	1.1	Higher vacancies were primarily responsible for favorable variances of \$30.2M at NYCT, \$11.0M at MTA HQ, \$4.8M at MNR, \$1.1M at B&T, \$0.8M at the LIRR and \$0.7M at SIR. These results were partially offset by an unfavorable variance at MTA Bus of (\$4.6M) due to a higher-than-expected level of vacation buybacks and the incorrect charging of interagency fringe benefits to payroll.
Overtime	NR	(5.4)	(13.6)	The overage largely reflects increased usage necessitated by additional bus requirements caused by traffic and end-of-run ramp delays -- (\$3.3M) at NYCT; higher vacancies, traffic delays, and additional operations and maintenance requirements -- (\$1.1M) at MTA Bus; higher rates and greater engineering maintenance activity -- (\$0.7M) at the LIRR; and acceleration of the Maintenance of Way Infrastructure Improvement Program, station enhancements and rail testing, and coverage in Maintenance of Equipment due to the timing of FRA mandated training -- (\$0.6M) at MNR. These results were partially offset by a favorable outcome at B&T of \$0.5M due to improved employee availability. (See Overtime Decomposition Report for more details)	(48.2)	(9.4)	The increased usage largely reflects coverage required for unscheduled bus service, subway/bus maintenance including Fastrack, residual Sandy-related work, and higher vacancy/absentee and weather-related coverage requirements -- (\$28.3M) at NYCT; additional coverage for the acceleration of the Maintenance of Way Infrastructure Improvement Program, station enhancements and rail testing, coverage in Maintenance of Equipment due to the timing of FRA mandated training, and timing differences related to payroll and calendar cutoff dates -- (\$9.6M) at MNR; higher coverage requirements due to accelerated repairs of defects found on scheduled inspections, weather-related bus and facility maintenance, vacancies /absentee coverage, traffic delays, and shuttle service provided to support MNR during the power outage -- (\$8.1M) at MTA Bus; higher vacancy/absentee coverage, engineering maintenance overtime and rates -- (\$3.2M) at the LIRR; the timing of grant-related work, additional Police coverage for the commuter railroads, and the timing of reimbursements for Directed Patrol -- (\$2.9M) at MTA HQ; and residual Sandy-related work -- (\$0.3M) at SIR. These results were partially offset by a favorable outcome of \$2.1M at B&T primarily due to improved employee availability. (See Overtime Decomposition Report for more details)

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(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	NOVEMBER		Reasons for Variance	YEAR-TO-DATE		Reasons for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
Health and Welfare	NR	3.1	3.9	MNR was favorable by \$1.3M primarily due to an accrual adjustment. The favorable results at the LIRR, B&T and SIR of \$0.6M, \$0.5M and \$0.4M respectively, were mostly due to higher vacancies and timing. Lower rates were primarily responsible for the \$0.3M favorable variance at NYCT.	33.1	3.9	NYCT had a favorable variance of \$27.6M mostly due to lower rates. The LIRR was \$2.1M favorable mainly due to higher vacancies. Timing and higher vacancies were primarily responsible for a favorable variance of \$2.0M at B&T. Timing was also mostly responsible for favorable variances of \$1.6M each at MTA Bus and SIR. These results were partially offset by unfavorable variances of (\$1.3M) at MTA HQ due to higher premiums and timing, and (\$0.5M) at MNR mostly due to an accrual adjustment.
OPEB - Current Payment	NR	7.6	18.8	Lower rates and fewer retirees were responsible for favorable variances of \$6.4M at NYCT and \$0.6M at both the LIRR and MTA Bus.	15.6	3.7	Lower rates and fewer retirees were responsible for favorable variances of \$7.4M at NYCT, \$5.3M at the LIRR, \$2.7M at MTAHQ, and \$1.7M at MTA Bus. These results were partially offset by unfavorable timing variances of (\$0.9M) at SIR and (\$0.7M) at MNR.
Pensions	NR	19.9	40.7	NYCT was favorable by \$19.4M, reflecting a YTD MaBSTOA pension expense adjustment. Timing was responsible for a favorable variance of \$0.7M at the LIRR and an unfavorable variance of (\$0.4M) at MTABus.	20.4	1.6	NYCT was favorable by \$19.2M, reflecting a YTD MaBSTOA pension expense adjustment. Timing was responsible for a favorable variance of \$2.6M at the LIRR and unfavorable variances of (\$0.7M) at MNR and (\$0.4M) at MTABus.
Other Fringe Benefits	NR	3.9	8.5	NYCT had a favorable variance of \$3.0M primarily due to favorable direct overhead credits mainly resulting from higher reimbursable overtime expenses. MTA Bus was favorable by \$1.1M mostly due to the timing of Workers' compensation payments, while the LIRR was \$0.3M favorable, mainly due to lower Railroad Retirement taxes. These results were partially offset by an unfavorable variance of (\$0.7M) at MNR, caused by higher employee claim payments.	15.1	2.8	MTA Bus was \$6.9M favorable mainly due to the timing of Workers' compensation payments. The LIRR had a favorable variance of \$4.2M primarily due to lower Railroad Retirement taxes. NYCT was \$3.0M favorable due to higher direct overhead credits. B&T and MNR were \$0.5M and \$0.4M favorable, respectively, mostly due to vacancies.
Reimbursable Overhead	NR	10.0	40.8	Revised project activity assumptions resulted in favorable variances of \$10.9M at NYCT and \$0.6M at LIRR, and unfavorable variances of (\$0.8M) at MNR and (\$0.7M) at MTA HQ.	14.0	5.0	Revised project activity assumptions resulted in favorable variances of \$22.2M at NYCT and \$0.7M at the LIRR, and unfavorable variances of (\$6.0M) at MNR and (\$3.2M) at MTA HQ.
Electric Power	NR	6.3	15.3	The overall favorable variance reflects the impact of timing and lower consumption at NYCT of \$5.6M, and lower rates at the LIRR of \$0.4M.	12.5	2.7	The overall favorable variance reflects the impact of lower rates, consumption, and timing — \$5.1M at NYCT, \$4.2M at MNR, \$1.7M at MTA HQ, \$1.1M at SIR, \$0.4M at B&T, and \$0.3M at the LIRR. These results were partially offset by an unfavorable variance of (\$0.4M) at MTA Bus due to timing.
Fuel	NR	2.9	12.7	Lower consumption and rates, and timing accounts for most of the favorable variance: \$1.6M at NYCT, \$1.2M at MTA Bus and \$0.4M at the LIRR. Other agency variances were minor.	2.9	1.2	Lower consumption and rates, and timing accounts for most of the favorable variance: \$4.6M at MTA Bus and \$2.5M at the LIRR. Partially offsetting these results were unfavorable variances of (\$2.7M) at NYCT primarily due to higher consumption and rates, and (\$1.6M) at MNR mainly due to higher rates.
Insurance	NR	(2.1)	(92.2)	Timing was primarily responsible for unfavorable variances of (\$1.0M) at MTA HQ, (\$0.4M) at B&T, and (\$0.3M) at FMTAC. Other agency variances were minor.	(5.5)	(21.9)	Timing was primarily responsible for unfavorable variances of (\$2.8M) at FMTAC, (\$1.9M) at NYCT, and (\$1.6M) at B&T, and a favorable variance of \$0.3M at the LIRR.
Claims	NR	(10.1)	(69.5)	NYCT and FMTAC were unfavorable by (\$10.0M) and (\$2.1M), respectively, due to an increase in claim activity. These results were partially offset by favorable variances of \$1.5M at MTABus and \$0.5M at the LIRR due to timing.	(21.6)	(11.8)	FMTAC and NYCT were unfavorable by (\$14.6M) and (\$12.9M), respectively, due to an increase in claim activity. These results were partially offset by a favorable variance of \$6.0M at MTABus.

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(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable)		Reasons for Variance	Favorable (Unfavorable)		Reasons for Variance
		\$	%		\$	%	
Paratransit Service Contracts	NR	6.0	17.2	NYCT was \$6.0M favorable, reflecting fewer trips and reduced call center activity.	22.2	6.2	NYCT was \$22.2M favorable, reflecting fewer trips and reduced call center activity, fewer vehicle rehabs, and timing.
Maintenance and Other Operating Contracts	NR	15.9	32.6	The overall favorable result was largely attributable to timing and lower spending: \$5.4M at NYCT for building-related, painting and vehicle maintenance expenses; \$3.9M at MTA HQ related to the timing of 2 Broadway and Madison Avenue maintenance contracts and IESS; \$1.6M at the LIRR for elevator/escalator and parking garage maintenance, tree trimming, HVAC maintenance, leases and rentals, joint facility and security expenses, \$1.5M at B&T primarily for E-ZPass Customer Service Center costs, Sandy-related repairs, security and vehicle purchases; and \$1.0M at MNR for maintenance contracts and GCT utilities. In addition, SIR was \$1.2M favorable reflecting non-revenue vehicle purchases previously recorded in this account that have now been capitalized, and MTA Bus was \$1.2M favorable reflecting the purchase of bus components incorrectly charged to Materials & Supplies.	60.0	12.1	The overall favorable result was largely attributable to timing and lower spending: \$15.3M at NYCT for auto purchases, painting and building-related expenses; \$12.6M at MTA HQ for 2 Broadway and Madison Avenue maintenance contracts and IESS; \$12.4M at the LIRR for HVAC maintenance, security, vegetation management, environmental and plant maintenance, and non-revenue vehicle and elevator/escalator repairs; \$6.9M at MNR for maintenance contracts and GCT utilities; \$6.8M at MTA Bus reflecting the purchase of bus components incorrectly charged to Materials & Supplies; and \$6.1M at B&T primarily for E-ZPass Customer Service Center costs, Sandy-related repairs, E-ZPass tag purchases, security, facility maintenance, telephone services and vehicle purchases.
Professional Service Contracts	NR	12.4	38.9	The favorable result was primarily attributable to timing: \$8.9M at MTA HQ mainly for IT software expenses; \$1.7M at NYCT for office-related equipment and IT hardware expenses; \$0.7M at B&T for procurement purchases, legal fees and engineering services; \$0.7M at MNR for IT expenses and training; and \$0.4M at the LIRR for consulting services.	15.2	5.6	The favorable result was primarily attributable to timing: \$20.9M at MTA HQ for hardware and software expenses and Superstorm Sandy repairs reclassified to Other Business Expenses; \$10.1M at the LIRR due to the timing of IT software and hardware maintenance, Superstorm Sandy repairs, a reclassification of parking facilities payments to Maintenance and Other Operating Contracts and consulting services; \$7.2M at MNR reflecting the timing of expenses for IT, legal services, advertising, medical services and training; and \$0.7M at MTA Bus. Partially offsetting these results were the following unfavorable variances: (\$20.3M) at NYCT primarily due to higher bond services costs, the timing of Worker's Compensation Board adjustments and data center expenses, and retroactive reclassification adjustments offset in other non-labor accounts; (\$2.8M) at B&T primarily due to higher bond issuance costs; and (\$0.6M) at SIR due to the timing of Worker's Compensation Board expenses.
Materials & Supplies	NR	7.2	15.7	The favorable variance largely reflects the impact of lower vehicle maintenance requirements -- \$4.4M at NYCT; reduced material usage in the MU (Multiple Unit) Car and Support Shops and the delayed startup of the propulsion control unit replacement initiative -- \$3.5M at the LIRR; and timing -- \$0.4M at SIR. These results were partially offset by an unfavorable outcome of (\$1.1M) at MTA Bus, primarily reflecting timing and the purchase of traction motor and alternator units that should have been charged to maintenance and other operating contracts.	26.4	5.7	The YTD favorable variance reflects the impact of: lower vehicle maintenance requirements and retroactive reclassification adjustments -- \$16.0M at NYCT; greater material reclaims, lower material usage in the MU Car and Support Shops, and the delayed startup of the propulsion control unit replacement initiative and C-3 fleet modifications -- \$9.3M at the LIRR; a reclassification adjustment reflecting non-revenue vehicle purchases that were correctly recorded under maintenance contracts but incorrectly budgeted under material and supplies -- \$5.0M at SIR; delays on several projects and lower activity on the 2013 Cyclical Track Program -- \$1.5M at MNR; and lower expenses primarily for roadway equipment, de-icing materials, and across a variety of small equipment and supply categories -- \$1.3M at B&T. These results were partially offset by an unfavorable variance of (\$6.7M) at MTA Bus which reflects the purchase of traction motor and alternator units that should have been charged to maintenance and other operating contracts.

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**NOVEMBER 2013**  
(\$ in millions)

NOVEMBER					YEAR-TO-DATE				
Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable)		Reasons for Variance	Favorable (Unfavorable)		Reasons for Variance		
		\$	%		\$	%			
Other Business Expenses	NR	8.0	37.3	MTAHQ was \$8.1M favorable mainly due to revised assumptions on relocating Headquarters to 2 Broadway, and MNR was \$0.4M favorable due to lower NJT subsidy payments. These results were partially offset by unfavorable variances of (\$0.5M) at FMTAC reflecting higher general & administrative expenses, commissions, and safety loss control expenses, and (\$0.4M) at B&T primarily due to higher credit/debit card fees.	35.2	19.5	MTAHQ was \$34.2M favorable mainly due to a revised schedule on relocating Headquarters to 2 Broadway. NYCT was \$1.9M favorable mainly due to lower stationery expenses, while B&T was \$1.0M favorable due to lower credit/debit card fees. Timing and lower bad debt expenses were responsible for a favorable variance of \$0.6M at the LIRR, and B&T was \$0.4M favorable due to lower NJT subsidy payments. These results were partially offset by an unfavorable variance of (\$3.0M) at FMTAC primarily due to higher timing-related general & administrative expenses, commissions, and safety loss control expenses.		
Other Expense Adjustments	NR	1.9	41.6	Variance due to timing differences in project completions.	1.4	3.9	Variance due to timing differences in project completions.		
Depreciation	NR	23.0	11.3	Timing differences in project completions and assets reaching beneficial use resulted in favorable variances of \$18.5M at NYCT, \$2.0M at MNR, \$1.7M at MTAHQ, \$0.9M at the LIRR, and \$0.4M at B&T, and an unfavorable variance of (\$0.5M) at MTA Bus. The favorable variance at NYCT also reflects the write-off of assets damaged by Sandy at year-end 2012.	95.0	4.6	Timing differences in project completions and assets reaching beneficial use resulted in favorable variances of \$75.0M at NYCT, \$11.7M at MTAHQ, \$10.0M at MNR, \$2.7M at B&T and \$1.1M at SIR, and unfavorable variances of (\$3.8M) at MTA Bus and (\$1.7M) at the LIRR. The favorable variance at NYCT also reflects the write-off of assets damaged by Sandy at year-end 2012.		
Other Post-Employment Benefits	NR	(1.6)	(5.5)	The GASB adjustment reflects the value associated with the unfunded accrued liability for post employment benefits.	47.4	3.4	The GASB adjustment reflects the value associated with the unfunded accrued liability for post employment benefits. Revised actuarial valuations resulted in a favorable variance of \$54.0M at NYCT and an unfavorable variance of (\$10.3M) at MTA HQ.		
Environmental Remediation	NR	0.0	0.2	No variances.	(0.9)	(19.1)	Overall, the unfavorable variance reflects higher remediation efforts of (\$1.7M) at MTA Bus partially offset by fewer projects requiring remediation at MNR (\$0.8M).		
Capital & Other Reimbursements	R	25.2	21.6	Revised project activity assumptions were responsible for favorable variances of \$30.6M at NYCT and \$0.5M at the LIRR, and unfavorable variances of (\$2.2M) at MNR, (\$1.9M) at MTACC, (\$1.1M) at MTAHQ, (\$0.5M) at MTABus and (\$0.4M) at B&T.	22.0	1.7	The timing of project activity was responsible for favorable variances of \$65.2M at NYCT and \$0.5M at SIR, and unfavorable variances of (\$22.5M) at MNR, (\$6.7M) at MTACC, (\$6.5M) at the LIRR, (\$5.6M) at MTAHQ, (\$2.0M) at MTABus and (\$1.5M) at B&T.		
Payroll	R	1.0	2.1	The overall favorable variance was primarily due to the timing of project activity and higher vacancies: \$0.5M at MNR; and \$0.4M at MTA Bus. These results were partially offset by an unfavorable variance of (\$0.5M) at NYCT, also due to the timing of project activity.	34.1	7.3	The overall favorable variance was primarily due to the timing of project activity and higher vacancies: \$18.3M at NYCT; \$8.9M at the LIRR; \$2.8M at MNR; \$2.0M at MTA Bus; \$1.1M at MTACC; and \$0.8M at B&T. The favorable variance at NYCT also reflects a misclassification of expenses in the forecast which resulted in an overstatement of payroll and an understatement of overtime.		
Overtime	R	(15.4)	*	The overage reflects the impact of higher track work, infrastructure, and station environment requirements -- (\$14.2M) at NYCT, and the timing of project activity -- (\$1.3M) at the LIRR.	(45.7)	(48.6)	NYCT was (\$42.9M) unfavorable due to higher coverage requirements for track, infrastructure, and stations work, as well as a misclassification of expenses in the Forecast which resulted in an understatement of overtime and an overstatement of payroll expenses. The LIRR was (\$3.4M) unfavorable due to the timing of project activity requirements. These results were partially offset by favorable variances of \$0.3M at both B&T and SIR due to timing.		

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**NOVEMBER 2013**  
(\$ In millions)

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Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable)		Reasons for Variance	Favorable (Unfavorable)		Reasons for Variance
		\$	%		\$	%	
Health and Welfare	R	0.6	12.3	NYCT had a favorable variance of \$0.5M primarily due to lower rates, while the LIRR had an unfavorable variance of (\$0.3M) due to lower project activity. Other agency variances were minor.	5.2	9.6	NYCT had a favorable variance of \$3.1M mostly due to lower rates. Lower project activity was responsible for favorable results at MNR, MTACC and SIR of \$1.1M, \$0.8M and \$0.5M, respectively. Partially offsetting these results was an unfavorable variance at the LIRR of (\$0.4M) mainly due to higher project activity.
Pensions	R	0.1	3.3	The timing of project activity was responsible for the overall favorable variance.	(0.8)	(1.4)	The timing of project activity was responsible for an unfavorable variance of (\$2.6M) at the LIRR and favorable variances of \$0.7M at MNR and \$0.4M at MTACC.
Other Fringe Benefits	R	(3.7)	(29.1)	NYCT had an unfavorable variance of (\$4.1M) primarily due to higher direct overhead expenses, while lower overhead rates were primarily responsible for the favorable variance of \$0.3M at MTACC.	(2.7)	(2.0)	NYCT had an unfavorable variance of (\$5.9M) primarily due to higher direct overhead expenses. The timing of project activity was responsible for an unfavorable variance of (\$0.3M) at SIR and favorable variances of \$1.6M and \$0.4M at the LIRR and MNR, respectively. MTACC was \$1.4M favorable mostly due to lower overhead rates.
Reimbursable Overhead	R	(10.1)	(41.5)	Revised project activity assumptions were responsible for unfavorable variances of (\$10.9M) at NYCT and (\$0.6M) at the LIRR, and favorable variances of \$0.7M at both MTA HQ and MNR.	(13.9)	(5.0)	Revised project activity assumptions were responsible for unfavorable variances of (\$22.2M) at NYCT and (\$0.7M) at the LIRR, and favorable variances of \$6.0M at MNR and \$3.2M at MTA HQ.
Electric Power	R	(0.1)	-	Agency variances were minor.	(0.5)	-	Agency variances were minor.
Insurance	R	(0.0)	(0.4)	Agency variances were minor.	1.2	15.6	The LIRR was \$0.9M favorable due to lower project activity.
Paratransit Service Contracts	R	0.0	-	No variance.	(1.0)	-	Variance reflects the impact of interactive voice response (IVR) system support costs at NYCT.
Maintenance and Other Operating Contracts	R	(2.8)	(85.0)	The timing of project activity was responsible for unfavorable variances of (\$3.4M) at NYCT and (\$0.4M) at MNR, and a favorable variance of \$1.0M at the LIRR.	(12.3)	(25.5)	The timing of project activity was responsible for unfavorable variances of (\$13.2M) at NYCT and (\$1.4M) at the LIRR, and a favorable variance of \$2.1M at MNR.
Professional Service Contracts	R	0.8	19.1	The timing of project activity was responsible for favorable variances of \$0.5M at the LIRR, \$0.5M at MNR and \$0.4M at MTA CC. Partially offsetting these results was an unfavorable variance of (\$0.7M) at NYCT mostly due to higher IT hardware and miscellaneous expenses.	2.1	5.0	The timing of project activity was responsible for favorable variances of \$3.0M at MNR, \$1.8M at MTA HQ, and \$0.9M at MTA CC. Partially offsetting these results was an unfavorable variance of (\$3.9M) at NYCT mostly due to the timing of IT hardware, data center services and EDP maintenance & repair expenses.
Materials & Supplies	R	3.7	32.9	The favorable variance largely reflects the timing of non-vehicle maintenance requirements at NYCT (\$1.5M), the timing of project activity and payment for project materials at the LIRR (\$1.0M), and timing at MNR (\$0.6M).	10.7	10.1	Revised project activity assumptions were responsible for favorable variances of \$7.4M at MNR, \$3.7M at the LIRR, and \$0.7M at NYCT, as well as the unfavorable variance of (\$1.0M) at SIR.
Other Business Expenses	R	0.7	74.1	MTACC and NYCT were favorable by \$0.5M and \$0.3M, respectively, due to timing.	1.5	27.0	Timing was responsible for favorable variances of \$2.0M at MTACC and \$0.6M at NYCT, and an unfavorable variance of (\$0.3M) at the LIRR. These results were partially offset by an unfavorable variance of (\$0.9M) at MNR due to a reclassification of costs to reimbursable expenses from non-reimbursable.

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**NOVEMBER 2013**  
 (\$ in millions)

				NOVEMBER	YEAR-TO-DATE			
Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable)		Reasons for Variance	Favorable (Unfavorable)		Reasons for Variance	
		\$	%		\$	%		
Subsidies	NR	23.8	7.2	The favorable variance of \$23.8 million for the month mostly reflected higher-than-forecasted Urban Tax transactions (\$8.3 million), due to strong commercial real estate activity in New York City, as well as higher PBT (\$6.1 million), City Subsidy to MTA Bus (\$5.8 million) and PMT (\$5.7 million), due to timing of accruals. This was partially offset by lower CDOT subsidies (\$2.0 million), due to timing	111.2	2.1	The favorable year-to-date variance of \$111.2 million reflected higher real estate transactions (\$86.1 million) due to higher-than-anticipated real estate activity, as well as higher PMT (\$42.0 million) and NYC Operating Assistance (\$35.0 million), due to the timing of booking accruals. This was partially offset by unfavorable accruals for City Subsidy to MTA Bus (\$43.6 million) due to timing, and unfavorable PBT (\$6.5 million) due to lower transactions than anticipated in the forecast.	
Debt Service	NR	48.4	34.4	Variance is primarily due to lower than budgeted rates and subsidy payments for Transportation Revenue Bonds and the Dedicated Tax Fund (\$49.3 million)	32.9	1.6	Variance is primarily due to lower than budgeted rates and subsidy payments for Transportation Revenue Bonds (\$8.4 million)	



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2013 July Financial Plan – Mid-Year Forecast**  
**Overtime Reporting**  
**November 2013**

The attached table presents consolidated results of overtime followed by an overtime legend.

For detailed overtime results please refer to the Agency reports located in the financial reporting sections of Agency operating committee agendas.

Below is a summary of the major consolidated variances for November 2013 (year-to-date).

**2013 OVERTIME REPORTING - PRELIMINARY NOVEMBER RESULTS (NON-REIMBURSABLE)**

**Month**

Total overtime was (\$5.4M), or (14%), unfavorable to the Mid-Year Forecast.

*Programmatic/Routine Maintenance* was (\$3.8M) unfavorable, primarily due to stations maintenance, the inspection, testing, and maintenance of signal systems, bus maintenance and repairs, and the rehabilitation of facilities and depot equipment at NYCT. Other contributing factors included the acceleration of the Maintenance of Way Infrastructure Improvement Program, concrete tie replacements, as well as station enhancements along the Harlem Line and incremental rail testing at MNR. Residual effects of the Metro-North power outage, and traffic-related impacts on fueling operations resulted in increased overtime at MTA Bus. Additionally, Sperry rail testing, the replacement of defective rails and railroad ties, and other maintenance work at the LIRR resulted in increased overtime usage.

*Unscheduled Service* was (\$1.8M) unfavorable, primarily driven by NYCT (particularly in the Department of Buses) and caused by traffic and ramp delays.

*Vacancy/Absentee Coverage* was (\$1.6M) unfavorable, reflecting higher vacancies and levels of absenteeism at NYCT, MTA Bus, and MNR, partially offset by lower coverage requirements at B&T.

*Other* was \$1.2M favorable, mostly due to timing at NYCT and B&T.

**Year-to-Date**

Total overtime was (\$48.2M), or (9%), unfavorable to the Mid-Year Forecast.

*Programmatic/Routine Maintenance* was (\$22.8M) unfavorable, primarily due to stations maintenance, the inspection, testing, and maintenance of signal systems, Fastrack, bus maintenance and repairs, and the rehabilitation of facilities and depot equipment at

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2013 July Financial Plan – Mid-Year Forecast**  
**Overtime Reporting**  
**November 2013**

NYCT. Other contributing factors include the acceleration of the Maintenance of Way Infrastructure Improvement Program, concrete tie replacements, station enhancements along the Harlem Line, and incremental rail testing at MNR. Additionally, maintenance work for accelerated completion of defects found on scheduled inspections and support provided to Metro-North as a result of the ConEd power outage on the New Haven Line, resulted in increased overtime usage at MTA Bus.

*Unscheduled Service* was (\$13.2M) unfavorable, primarily due to traffic, breakdowns, and ramp delays experienced in the Department of Buses, as well as special events coverage in Subways at NYCT.

*Vacancy/Absentee Coverage* was (\$9.1M) unfavorable, mostly due to higher vacancies and increased coverage caused by ongoing challenges with employee availability at NYCT, MTA Bus, MNR and the LIRR, partially offset by lower coverage requirements (increased availability) at B&T.

*Other* was (\$5.6M) unfavorable, primarily due to timing at NYCT, the LIRR and B&T.

*Scheduled Service* was \$4.5M favorable, mostly due to operating less service, reflecting the impact of higher vacancies and lower employee availability at NYCT and MTA Bus.

**Metropolitan Transportation Authority**  
**2013 July Financial Plan**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	November			November Year-to-Date		
	Mid-Year Forecast	Actuals	Var. - Fav./ (Unfav)	Mid-Year Forecast	Actuals	Var. - Fav./ (Unfav)
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	\$16.5	\$15.5	\$1.0 6.2%	\$172.8	\$168.3	\$4.5 2.6%
<u>Unscheduled Service</u>	\$6.7	\$8.5	(\$1.8) (26.3%)	\$79.6	\$92.8	(\$13.2) (16.5%)
<u>Programmatic/Routine Maintenance</u>	\$11.3	\$15.1	(\$3.8) (33.8%)	\$128.8	\$151.6	(\$22.8) (17.7%)
<u>Unscheduled Maintenance</u>	\$0.2	\$0.1	\$0.0 19.4%	\$2.5	\$2.7	(\$0.2) (10.1%)
<u>Vacancy/Absentee Coverage</u>	\$6.0	\$7.7	(\$1.6) (26.9%)	\$71.0	\$80.1	(\$9.1) (12.8%)
<u>Weather Emergencies</u>	\$0.9	\$1.6	(\$0.7) (82.9%)	\$43.3	\$43.5	(\$0.2) (0.5%)
<u>Safety/Security/Law Enforcement</u>	\$0.2	(\$0.1)	\$0.3 134.4%	\$9.2	\$10.7	(\$1.5) (16.9%)
<u>Other</u>	(\$1.9)	(\$3.1)	\$1.2 (60.5%)	\$6.3	\$11.9	(\$5.6) (89.9%)
Subtotal	\$39.9	\$45.3	(\$5.4) (13.7%)	\$513.5	\$581.7	(\$48.2) (9.4%)
<b>REIMBURSABLE OVERTIME</b>	\$2.7	\$18.2	(\$15.4) *	\$94.2	\$139.9	(\$45.7) (48.6%)
<b>TOTAL OVERTIME</b>	<b>\$42.6</b>	<b>\$63.4</b>	<b>(\$20.8)</b> (48.9%)	<b>\$607.6</b>	<b>\$721.6</b>	<b>(\$93.9)</b> (15.5%)

\* Exceeds 100%

NOTES: Totals may not add due to rounding.  
Percentages are based on each type of Overtime and not on Total Overtime.  
SIR Overtime data is included in "Other"

METROPOLITAN TRANSPORTATION AUTHORITY  
2013 Overtime Reporting  
Overtime Legend

<u>Type</u>	<u>Definition</u>
<i>Scheduled Service</i>	Crew book/Regular Run/Shift hours (above 8 hours) required by train crews, bus/tower/block operators, transportation supervisors/dispatchers, fare sales and collection, Train & Engineers, as well as non-transportation workers whose work is directly related to providing service (includes coverage for holidays).
<i>Unscheduled Service</i>	Service coverage resulting from extraordinary events not related to weather, such as injuries, mechanical breakdowns, unusual traffic, tour length, late tour relief, and other requirements that arise that are non-absence related.
<i>Programmatic/Routine Maintenance</i>	<i>Program Maintenance</i> work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes <i>Routine Maintenance</i> work for which OT has been planned, as well as all other maintenance <u>not</u> resulting from extraordinary events, including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.
<i>Unscheduled Maintenance</i>	Resulting from an <u>extraordinary event</u> (not weather-related) requiring the use of unplanned maintenance to perform repairs on trains, buses, subway and bus stations, depots, tracks and administrative and other facilities, including derailments, tour length and weekend coverage.
<i>Vacancy/Absentee Coverage</i>	Provides coverage for an absent employee or a vacant position.
<i>Weather Emergencies</i>	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
<i>Safety/Security/Law Enforcement</i>	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
<i>Other</i>	Includes overtime coverage for clerical, administrative positions that are eligible for overtime, and miscellaneous overtime.
<i>Reimbursable Overtime</i>	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2013 Mid-Year Forecast**  
**Consolidated Accrual Subsidy Detail**  
**November 2013**  
(\$ in millions)

Accrued Subsidies:	Current Month			Year-to-Date		
	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance
<b>Dedicated Taxes</b>						
Mass Transportation Operating Assistance Fund (MMTOA)	\$0.0	-	-	\$1,518.2	\$1,518.2	-
Petroleum Business Tax	40.8	46.9	6.1	553.8	547.3	(6.5)
MRT 1 (Gross)	19.5	19.7	0.2	215.8	232.9	17.2
MRT 2 (Gross)	8.3	7.7	(0.6)	91.3	100.8	9.6
Urban Tax	41.6	49.8	8.3	471.9	531.2	59.3
Investment Income	-	-	-	0.8	-	(0.8)
	<b>\$110.2</b>	<b>\$124.1</b>	<b>\$14.0</b>	<b>\$2,845.2</b>	<b>\$2,930.4</b>	<b>\$85.2</b>
<b>New State Taxes and Fees</b>						
Payroll Mobility Taxes	105.7	111.5	5.7	1,134.1	1,176.1	42.0
Payroll Mobility Tax Replacement Funds	61.4	61.4	-	245.8	245.8	-
MTA Aid Taxes <sup>1</sup>	0.0	-	-	230.3	226.5	(3.8)
	<b>\$167.2</b>	<b>\$172.9</b>	<b>\$5.7</b>	<b>\$1,610.1</b>	<b>\$1,648.3</b>	<b>\$38.2</b>
<b>State and Local Subsidies</b>						
NYS Operating Assistance	-	-	-	187.9	187.9	-
NYC and Local 18b						
New York City	-	-	-	125.5	160.5	35.0
Nassau County	-	-	-	11.6	11.6	-
Suffolk County	-	-	-	7.5	7.5	-
Westchester County	-	-	-	7.3	7.3	-
Putnam County	-	-	-	0.4	0.4	-
Dutchess County	-	-	-	0.4	0.4	-
Orange County	-	-	-	0.1	0.1	-
Rockland County	-	-	-	0.0	0.0	-
CDOT Subsidies	7.8	5.9	(2.0)	79.6	74.4	(5.2)
Station Maintenance	13.1	13.3	0.3	147.2	149.0	1.8
	<b>\$20.9</b>	<b>\$19.2</b>	<b>(\$1.7)</b>	<b>\$567.7</b>	<b>\$589.3</b>	<b>\$31.6</b>
<b>Sub-total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$298.2</b>	<b>\$316.3</b>	<b>\$18.0</b>	<b>\$5,023.1</b>	<b>\$5,178.0</b>	<b>\$154.9</b>
City Subsidy to MTA Bus	32.5	38.3	5.8	342.3	298.7	(43.6)
City Subsidy to SIRTQA	-	-	-	30.8	30.7	(0.1)
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$330.8</b>	<b>\$364.6</b>	<b>\$23.8</b>	<b>\$5,396.2</b>	<b>\$5,507.4</b>	<b>\$111.2</b>
<b>Inter-Agency Subsidy Transactions</b>						
B&T Operating Surplus Transfer	49.8	58.7	8.9	514.0	597.8	83.8
	<b>\$49.8</b>	<b>\$58.69</b>	<b>\$8.9</b>	<b>\$514.0</b>	<b>\$597.8</b>	<b>\$83.8</b>
<b>Total Accrued Subsidies</b>	<b>\$380.6</b>	<b>\$413.3</b>	<b>\$32.7</b>	<b>\$5,910.2</b>	<b>\$6,105.2</b>	<b>\$195.0</b>

<sup>1</sup> License, Vehicle Registration, Taxi and Auto Rental Fees  
Note: Differences are due to rounding

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2013 Mid-Year Forecast**  
**Consolidated Accrual Subsidy Detail**  
**Explanation of Variances**  
(\$ in millions)

**November 2013**

Accrued Subsidies	Variance \$	Variance %	Explanations
Petroleum Business Tax	6.1	14.9%	The favorable accrual variance for the month was due to timing of booking accruals. The slightly unfavorable YTD variance was closer to the forecast.
MRT(b) 2 (Gross)	(0.6)	(7.1%)	MRT-2 accruals were slightly below the forecast for the month. Year-to-date MRT-2 accruals are favorable due to better-than-expected MRT-2 transactions.
Urban Tax	8.3	19.9%	Urban tax accruals were favorable for the month and YTD due to higher-than-expected real estate transactions in New York City.
Payrol Mobility Taxes	5.7	5.4%	The favorable variances for the month and YTD was primarily due to timing of booking accruals.
CDOT Subsidies	(2.0)	(25.0%)	The unfavorable variance for the month was due primarily to timing. Year-to-date variance was also unfavorable due primarily to timing.
City Subsidy to MTA Bus	5.8	27.7%	Variance was mostly timing related. Drawdowns are related to the timing of cash obligations for MTA Bus.
B&T Operating Surplus Transfer	8.9	17.5%	Variance was due to timing of booking accruals.

**Year-to-Date**

Accrued Subsidies	Variance \$	Variance %	Explanations
Petroleum Business Tax	(6.8)	(1.2%)	The slight unfavorable YTD variance was due to lower transactions than were anticipated in the forecast.
MRT(b) 1 (Gross)	17.2	8.0%	See explanation for the month.
Urban Tax	59.3	12.5%	See explanation for the month.
Payrol Mobility Taxes	42.0	3.7%	See explanation for the month.
New York City Operating Assistance (18-b)	38.0	27.9%	YTD transactions were favorable due to timing of booking accruals.
CDOT Subsidies	(5.2)	(6.5%)	See explanation for the month.
City Subsidy to MTA Bus	(43.6)	(7.7%)	Variance was mostly timing related. Drawdowns are related to the timing of cash obligations for MTA Bus.
B&T Operating Surplus Transfer	63.8	15.3%	Same as explanation for the month.

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

November 2013

	MID-YEAR Forecast	Actual	Variance	% Variance	Explanation
Dedicated Tax Fund:					
NYC Transit	\$5.8	\$6.6	(\$0.8)		Lower than budgeted rates offset by lower than budgeted November Build America Bonds subsidy payment.
Commuter Railroads	1.2	1.4	(0.2)		
<i>Dedicated Tax Fund Subtotal</i>	\$7.0	\$8.1	(\$1.1)	-15.2%	
MTA Transportation Revenue:					
NYC Transit	\$50.4	\$18.3	\$32.1		Timing of debt service deposits reversing partial prefunding of debt service in October 2013 offset by lower than budgeted November Build America Bonds subsidy payment.
Commuter Railroads	30.9	11.3	19.6		
MTA Bus	1.3	2.6	(1.3)		
<i>MTA Transportation Subtotal</i>	\$82.7	\$32.2	\$50.4	61.0%	
Commercial Paper:					
NYC Transit	\$1.8	\$0.0	\$1.8		Lower than budgeted rates.
Commuter Railroads	1.2	0.0	1.1		
MTA Bus	0.0	0.0	0.0		
<i>Commercial Paper Subtotal</i>	\$3.0	\$0.1	\$2.9	97.8%	
2 Broadway COPs:					
NYC Transit	\$1.1	\$1.3	(\$0.2)		Timing of debt service deposits related to COPs buyback.
Bridges & Tunnels	0.2	0.2	(0.0)		
MTA HQ	0.2	0.2	(0.0)		
<i>2 Broadway COPs Subtotal</i>	\$1.5	\$1.7	(\$0.2)	-14.2%	
TBTA General Resolution (2)					
NYC Transit	\$15.0	\$14.6	\$0.4		Timing of debt service deposits. Lower than budgeted November Build America Bonds subsidy payment.
Commuter Railroads	7.0	6.9	0.2		
Bridges & Tunnels	13.5	17.6	(4.1)		
<i>TBTA General Resolution Subtotal</i>	\$35.5	\$39.0	(\$3.6)	-10.0%	
TBTA Subordinate (2)					
NYC Transit	\$6.1	\$6.1	(\$0.1)		
Commuter Railroads	2.7	2.7	(0.0)		
Bridges & Tunnels	2.4	2.4	(0.0)		
<i>TBTA Subordinate Subtotal</i>	\$11.1	\$11.2	(\$0.1)	-1.1%	
<b>Total Debt Service</b>	<b>\$140.7</b>	<b>\$92.3</b>	<b>\$48.4</b>	<b>34.4%</b>	
Debt Service by Agency:					
NYC Transit	\$80.2	\$47.0	\$33.2		
Commuter Railroads	42.9	22.3	20.7		
MTA Bus	1.4	2.6	(1.3)		
Bridges & Tunnels	16.1	20.2	(4.1)		
MTAHQ	0.2	0.2	(0.0)		
<b>Total Debt Service</b>	<b>\$140.7</b>	<b>\$92.3</b>	<b>\$48.4</b>	<b>34.4%</b>	

**Notes:**

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

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

November 2013 Year-to-Date

	MID-YEAR Forecast	Actual	Variance	% Variance	Explanation
Dedicated Tax Fund:					
NYC Transit	\$268.6	\$266.0	\$2.6		
Commuter Railroads	57.1	57.5	(0.4)		
<i>Dedicated Tax Fund Subtotal</i>	\$325.7	\$323.5	\$2.2	0.7%	
MTA Transportation Revenue:					
NYC Transit	\$679.9	\$669.5	\$10.3		Lower than budgeted rates and timing of new money bond issuance offset by lower than budgeted November Build America Bonds subsidy payment.
Commuter Railroads	421.8	417.4	4.4		
MTA Bus	22.0	28.4	(6.4)		
<i>MTA Transportation Subtotal</i>	\$1,123.7	\$1,115.3	\$8.4	0.7%	
Commercial Paper:					
NYC Transit	\$11.2	\$0.6	\$10.6		Lower than budgeted rates.
Commuter Railroads	7.2	0.3	6.9		
MTA Bus	0.2	0.1	0.1		
<i>Commercial Paper Subtotal</i>	\$18.6	\$1.1	\$17.5	94.0%	
2 Broadway COPs:					
NYC Transit	\$11.3	\$11.4	(\$0.0)		
Bridges & Tunnels	1.6	1.6	(0.0)		
MTA HQ	1.6	1.6	(0.0)		
<i>2 Broadway COPs Subtotal</i>	\$14.5	\$14.5	(\$0.0)	-0.3%	
TBTA General Resolution (2)					
NYC Transit	\$169.8	\$175.0	(\$5.2)		Lower than budgeted rates partially offset by the lower than budgeted November Build America Bonds subsidy payment.
Commuter Railroads	78.0	79.0	(1.0)		
Bridges & Tunnels	165.7	155.8	9.9		
<i>TBTA General Resolution Subtotal</i>	\$413.5	\$409.8	\$3.6	0.9%	
TBTA Subordinate (2)					
NYC Transit	\$65.4	\$64.7	\$0.7		
Commuter Railroads	28.7	28.4	0.3		
Bridges & Tunnels	25.8	25.6	0.3		
<i>TBTA Subordinate Subtotal</i>	\$119.9	\$118.7	\$1.2	1.0%	
<b>Total Debt Service</b>	<b>\$2,015.8</b>	<b>\$1,983.0</b>	<b>\$32.9</b>	<b>1.6%</b>	
Debt Service by Agency:					
NYC Transit	\$1,206.1	\$1,187.3	\$18.9		
Commuter Railroads	592.8	582.6	10.2		
MTA Bus	22.2	28.5	(6.3)		
Bridges & Tunnels	193.1	183.0	10.1		
MTAHQ	1.6	1.6	(0.0)		
<b>Total Debt Service</b>	<b>\$2,015.8</b>	<b>\$1,983.0</b>	<b>\$32.9</b>	<b>1.6%</b>	

**Notes:**

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



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2013 Mid-Year Forecast**  
**Cash Subsidy Detail by Agency**  
**(\$ in millions)**

November 2013

	NYCT Transit			Connecticut Railroads			MTA Bus			MTA Light Rail			TOTAL		
	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance
<b>Cash Subsidies:</b>															
<b>Dedicated Taxes</b>															
MTA <sup>1</sup>	\$132.5	\$132.5	\$0.0	\$68.6	\$68.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$209.6	\$209.6	\$0.0
Petroleum Business Tax	44.1	39.9	(4.2)	7.8	7.0	(0.7)	-	-	-	-	-	-	51.9	46.9	(5.0)
MRT <sup>1</sup> 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	18.5	25.7	6.2
MRT <sup>1</sup> 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	8.3	10.1	1.8
Other MRT <sup>1</sup> Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Urban Tax	41.6	90.7	48.7	-	-	-	-	-	-	-	-	-	41.6	90.2	48.7
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
	\$228.2	\$263.1	\$34.4	\$77.4	\$76.6	(\$0.7)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$330.8	\$382.5	\$51.7
<b>New State Taxes and Fees</b>															
Payroll Mobility Tax	93.7	96.8	5.1	12.1	12.7	0.7	-	-	-	-	-	-	105.7	111.5	5.7
Payroll Mobility Tax Replacement Funds	54.4	54.4	-	7.0	7.0	(0.0)	-	-	-	-	-	-	61.4	61.4	0.0
MTA Aud <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
	\$148.1	\$151.2	\$3.1	\$19.1	\$19.7	\$0.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$167.2	\$172.9	\$5.7
<b>State and Local Subsidies</b>															
NYC Operating Assistance	33.5	39.5	-	7.3	7.3	-	0.1	0.1	-	-	-	-	47.0	47.0	0.0
NYC and Local 16b															
New York City	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Nassau County	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Suffolk County	-	-	-	-	1.9	1.9	-	-	-	-	-	-	0.0	1.9	1.9
Westchester County	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Putnam County	-	-	-	-	0.1	0.1	-	-	-	-	-	-	0.0	0.1	0.1
Dutchess County	-	-	-	-	0.1	0.1	-	-	-	-	-	-	0.0	0.1	0.1
Orange County	-	-	-	-	0.0	0.0	-	-	-	-	-	-	0.0	0.0	0.0
Rockland County	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
COGT Subsidies	-	-	-	-	1.0	1.0	-	-	-	-	-	-	0.0	1.0	1.0
Station Maintenance	-	-	-	7.8	-	(7.8)	-	-	-	-	-	-	7.8	0.0	(7.8)
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
	\$39.5	\$39.5	\$0.0	\$18.2	\$18.4	(\$0.2)	\$0.1	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$48.8	\$48.1	(\$0.8)
<b>Subtotal Dedicated Taxes &amp; State and Local Subsidies</b>	\$412.8	\$462.3	\$49.5	\$111.8	\$108.7	(\$0.9)	\$0.8	\$0.8	\$0.0	\$0.0	\$0.0	\$0.0	\$552.8	\$605.5	\$52.7
City Subsidy to MTA Bus	-	-	-	-	-	-	-	-	\$18.5	18.5	-	-	18.5	18.5	0.0
City Subsidy to SIRTOM	-	-	-	-	-	-	0.0	30.7	30.7	-	-	-	0.0	30.7	30.7
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	\$412.8	\$462.3	\$49.5	\$111.8	\$108.7	(\$0.9)	\$0.8	\$31.3	\$30.7	\$18.5	\$18.5	\$0.0	\$571.3	\$654.7	\$83.4
<b>Inter-Agency Subsidy Transactions</b>															
B&E Operating Surplus Transfer	15.6	24.9	9.3	24.1	33.8	9.7	-	-	-	-	-	-	39.7	58.7	19.0
	\$15.6	\$24.9	\$9.3	\$24.1	\$33.8	\$9.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$39.7	\$58.7	\$19.0
<b>Total Cash Subsidies</b>	\$428.4	\$487.2	\$58.8	\$135.7	\$142.5	\$6.8	\$0.8	\$31.3	\$30.7	\$18.5	\$18.5	\$0.0	\$611.0	\$713.4	\$102.4

<sup>1</sup> License, Vehicle Registration, Tax and Auto Rental Fees  
<sup>2</sup> Note: Differences are due to rounding

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2012 Mid-Year Forecast**  
**Cash Subsidy Detail by Agency**  
**(\$ in millions)**

Cash Subsidies:	Year-to-Date																	
	NYCT Transit			Commuter Railroads			SP			MTA Bus			MTAHO			TOTAL		
	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance
<b>Dedicated Taxes</b>																		
MTA <sup>1</sup>	\$712.7	717.0	4.3	\$374.0	372.1	(1.9)	\$2.5	2.2	(0.3)	\$0.0	0.0	0.0	\$0.0	0.0	0.0	\$1,091.2	\$1,091.2	(0.0)
Petroleum Business Tax	491.1	465.2	(25.9)	66.7	62.1	(4.6)	-	0.0	-	-	0.0	-	-	0.0	-	577.8	547.3	(30.5)
MRT <sup>2</sup> 1 (Cross)	-	-	-	-	-	-	-	-	-	-	-	-	216.8	233.9	17.0	218.8	233.9	17.0
MRT <sup>2</sup> 2 (Cross)	-	-	-	-	-	-	-	-	-	-	-	-	90.6	101.1	10.2	90.6	101.1	10.2
Other MRT <sup>2</sup> Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	(3.8)	-	3.8	(3.8)	-	3.8
Urban Tax	493.6	544.8	51.1	-	-	-	-	-	-	-	-	-	-	-	-	493.6	544.8	51.1
Investment Income	-	-	-	0.8	-	(0.8)	-	-	-	-	-	-	-	-	-	0.8	-	(0.8)
	\$1,697.4	\$1,728.0	\$30.6	\$441.4	\$434.2	(\$7.2)	\$2.5	\$2.2	(\$0.3)	\$0.0	\$0.0	\$0.0	\$304.6	\$334.9	\$30.3	\$2,467.3	\$2,514.2	\$46.9
<b>New State Taxes and Fees</b>																		
Payroll Mobility Tax	1,004.8	1,007.2	2.4	129.3	129.6	0.3	-	-	-	-	-	-	-	-	-	1,134.1	1,136.8	2.7
Payroll Mobility Tax Replacement Funds	217.7	217.7	-	28.0	28.0	-	-	-	-	-	-	-	-	-	-	245.8	245.8	0.0
MTA Aid <sup>3</sup>	144.9	142.5	(2.4)	85.4	84.0	(1.4)	-	-	-	-	-	-	-	-	-	230.3	226.5	(3.8)
	\$1,367.4	\$1,367.4	\$0.0	\$242.7	\$241.6	(\$1.1)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,610.1	\$1,609.1	(\$1.0)
<b>State and Local Subsidies</b>																		
NYCT Operating Assistance	118.6	118.6	-	21.9	21.9	-	0.4	0.4	-	-	-	-	-	-	-	140.9	140.9	0.0
<b>NYCT and Local MTD</b>																		
New York City	123.1	123.1	-	1.4	0.9	(0.5)	0.6	0.6	-	-	-	-	-	-	-	125.1	124.6	(0.5)
Nassau County	-	-	-	8.7	8.7	0.0	-	-	-	-	-	-	-	-	-	8.7	8.7	0.0
Suffolk County	-	-	-	5.8	7.5	1.9	-	-	-	-	-	-	-	-	-	5.8	7.5	1.9
Westchester County	-	-	-	5.5	7.3	1.8	-	-	-	-	-	-	-	-	-	5.5	7.3	1.8
Pulver County	-	-	-	0.3	0.5	0.2	-	-	-	-	-	-	-	-	-	0.3	0.5	0.2
Dutchess County	-	-	-	0.3	0.3	(0.0)	-	-	-	-	-	-	-	-	-	0.3	0.3	(0.0)
Orange County	-	-	-	0.1	0.2	0.1	-	-	-	-	-	-	-	-	-	0.1	0.2	0.1
Rodland County	-	-	-	0.0	0.0	(0.0)	-	-	-	-	-	-	-	-	-	0.0	0.0	(0.0)
ODOT Subsidies	-	-	-	63.9	70.8	7.8	-	-	-	-	-	-	-	-	-	63.9	70.8	7.8
Sharon Maintenance	-	-	-	174.6	160.1	(14.5)	-	-	-	-	-	-	-	-	-	174.6	160.1	(14.5)
NYCT Charge Back of MTA Bus Debt Service	(11.5)	(11.5)	0.0	-	-	-	-	-	-	-	-	-	-	-	-	(11.5)	(11.5)	0.0
	\$230.2	\$230.2	\$0.0	\$283.5	\$278.4	(\$5.1)	\$1.0	\$1.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$512.7	\$508.6	(\$4.1)
<b>Sub-total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$3,295.6</b>	<b>\$3,324.5</b>	<b>\$28.9</b>	<b>\$967.7</b>	<b>\$974.2</b>	<b>(\$6.5)</b>	<b>\$3.5</b>	<b>\$3.1</b>	<b>(\$0.3)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$304.6</b>	<b>\$334.9</b>	<b>\$30.3</b>	<b>\$4,596.1</b>	<b>\$4,638.6</b>	<b>\$42.5</b>
<b>City Subsidy to MTA Bus</b>	-	-	-	-	-	-	-	-	-	280.0	270.5	(9.5)	-	-	-	280.0	270.5	(9.5)
<b>City Subsidy to SRTDA</b>	-	-	-	-	-	-	30.7	61.4	30.7	-	-	-	-	-	-	30.7	61.4	30.7
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$3,295.6</b>	<b>\$3,324.5</b>	<b>\$28.9</b>	<b>\$967.7</b>	<b>\$974.2</b>	<b>(\$6.5)</b>	<b>\$3.5</b>	<b>\$64.4</b>	<b>30.4</b>	<b>\$280.0</b>	<b>\$270.5</b>	<b>(\$9.5)</b>	<b>\$304.6</b>	<b>\$334.9</b>	<b>\$30.3</b>	<b>\$4,910.8</b>	<b>\$4,960.5</b>	<b>\$49.7</b>
<b>Inter-Agency Subsidy Transactions</b>																		
B&T Operating Support Transfer	199.0	227.7	28.7	104.0	112.7	28.7	-	-	-	-	-	-	-	-	-	502.9	560.4	57.4
	\$199.0	\$227.7	\$28.7	\$104.0	\$112.7	\$28.7	-	-	-	-	-	-	-	-	-	\$502.9	\$560.4	\$57.4
<b>Total Cash Subsidies</b>	<b>\$3,494.6</b>	<b>\$3,552.2</b>	<b>\$57.6</b>	<b>\$1,071.7</b>	<b>\$1,086.9</b>	<b>\$15.2</b>	<b>\$34.2</b>	<b>\$64.4</b>	<b>\$30.4</b>	<b>\$280.0</b>	<b>\$270.5</b>	<b>(\$9.5)</b>	<b>\$304.6</b>	<b>\$334.9</b>	<b>\$30.3</b>	<b>\$5,413.8</b>	<b>\$5,528.1</b>	<b>\$114.3</b>

<sup>1</sup>License, Vehicle Registration, Toll and Auto Rental Fees  
<sup>2</sup>Note: Differences are due to rounding

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2013 Mid-Year Forecast**  
**Consolidated Subsidy Cash**  
**Explanation of Variances**  
(\$ in millions)

**November 2013**

Cash Subsidies	Variance \$	Variance %	Explanations
Petroleum Business Tax	(5.0)	-9.8%	The unfavorable variances for the month and YTD were partially due to timing delays. However, some of the variance was due to lower than expected receipts.
MRT <sup>®</sup> 1 (Gross)	6.2	32.0%	MRT-1 cash receipts were higher than the budget for the month and YTD due to stronger-than-expected MRT-1 activity.
MRT <sup>®</sup> 2 (Gross)	1.6	21.9%	MRT-2 cash receipts for the month and YTD were higher than the budget due to better-than-expected MRT-2 activity.
Urban Tax	48.7	> 100%	The favorable variances for the month and YTD were due to better-than-expected real estate activity in New York City.
Payroll Mobility Tax	5.7	5.4%	The favorable variance for the month was due to timing of cash transfer. The YTD result was very close to the forecast.
Suffolk County	1.9	>100%	The favorable variances for the month and YTD were due to the timing of payments.
Putnam County	0.1	>100%	The favorable variances for the month and YTD was due to the timing of payments.
CDOT Subsidies	1.0	12.5%	The favorable variances for the month and YTD were primarily due to timing.
Station Maintenance	(7.8)	(100.0%)	The unfavorable variances for the month and YTD were due to the timing of receipts of payment.
B&T Operating Surplus Transfer	19.0	48.0%	The favorable variances for the month and YTD were due mostly to timing of transfers.

**Year-to-Date**

Cash Subsidies	Variance \$	Variance %	Explanations
MRT <sup>®</sup> 1 (Gross)	17.0	7.9%	See explanation for the month.
MRT <sup>®</sup> 2 (Gross)	10.2	11.2%	See explanation for the month.
Urban Tax	51.1	10.4%	See explanation for the month.
Payroll Mobility Tax	2.7	0.2%	See explanation for the month.
Suffolk County	1.9	33.3%	See explanation for the month.
Westchester County	1.5	33.4%	See explanation for the month.
Putnam County	0.2	86.5%	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	7.6	12.4%	See explanation for the month.
Station Maintenance	(14.5)	(5.3%)	See explanation for the month.
City Subsidy to MTA Bus	(19.5)	(9.7%)	The unfavorable YTD variance was mostly timing related. Drawdowns are related to the timing of cash obligations for MTA Bus.
B&T Operating Surplus Transfer	57.4	11.4%	See explanation for the month.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2013 Mid-Year Forecast**  
**Total Positions by Function and Agency**  
**November 2013**

Category	Mid-Year Forecast	Actual	Favorable/ (Unfavorable)
<b>Total Positions</b>	<b>67,093</b>	<b>65,886</b>	<b>1,208</b>
NYC Transit	46,357	45,923	434
Long Island Rail Road	6,862	6,737	125
Metro-North Railroad	6,353	6,081	272
Bridges & Tunnels	1,746	1,561	185
Headquarters	1,711	1,602	109
Staten Island Railway	271	270	1
Capital Construction Company	136	121	15
Bus Company	3,657	3,591	67
<b>Non-reimbursable</b>	<b>60,788</b>	<b>60,279</b>	<b>509</b>
NYC Transit	41,715	41,820	(105)
Long Island Rail Road	6,046	5,956	90
Metro-North Railroad	5,847	5,665	182
Bridges & Tunnels	1,658	1,473	185
Headquarters	1,661	1,562	99
Staten Island Railway	268	267	1
Capital Construction Company	-	-	-
Bus Company	3,593	3,537	57
<b>Reimbursable</b>	<b>6,306</b>	<b>5,607</b>	<b>699</b>
NYC Transit	4,642	4,103	539
Long Island Rail Road	816	781	35
Metro-North Railroad	507	417	90
Bridges & Tunnels	88	88	-
Headquarters	50	40	10
Staten Island Railway	3	3	-
Capital Construction Company	136	121	15
Bus Company	64	54	10
<b>Total Full Time</b>	<b>66,912</b>	<b>65,825</b>	<b>1,288</b>
NYC Transit	46,192	45,681	511
Long Island Rail Road	6,862	6,737	125
Metro-North Railroad	6,352	6,080	272
Bridges & Tunnels	1,746	1,561	185
Headquarters	1,711	1,601	110
Staten Island Railway	271	270	1
Capital Construction Company	136	121	15
Bus Company	3,642	3,574	69
<b>Total Full-Time Equivalents</b>	<b>181</b>	<b>260</b>	<b>(79)</b>
NYC Transit	165	242	(77)
Long Island Rail Road	-	-	-
Metro-North Railroad	1	1	-
Bridges & Tunnels	-	-	-
Headquarters	-	-	-
Staten Island Railway	-	-	-
Capital Construction Company	-	-	-
Bus Company	15	17	(2)

Note: Totals may differ due to rounding

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2013 Mid-Year Forecast**  
**Total Positions by Function and Agency**  
**November 2013**

<b>Function/Agency</b>	<b>Mid-Year Forecast</b>	<b>Actual</b>	<b>Favorable/ (Unfavorable)</b>
<b>Administration</b>	<b>4,318</b>	<b>3,957</b>	<b>361</b>
NYC Transit	1,936	1,799	137
Long Island Rail Road	646	611	35
Metro-North Railroad	531	487	44
Bridges & Tunnels	68	57	11
Headquarters	918	848	70
Staten Island Railway	25	27	(2)
Capital Construction Company	16	16	-
Bus Company	178	112	66
<b>Operations</b>	<b>29,476</b>	<b>29,373</b>	<b>102</b>
NYC Transit	21,822	21,863	(41)
Long Island Rail Road	2,260	2,277	(17)
Metro-North Railroad	2,169	2,097	72
Bridges & Tunnels	787	649	138
Headquarters	-	-	-
Staten Island Railway	91	95	(4)
Capital Construction Company	-	-	-
Bus Company	2,347	2,393	(46)
<b>Maintenance</b>	<b>29,696</b>	<b>29,202</b>	<b>496</b>
NYC Transit	20,696	20,475	221
Long Island Rail Road	3,816	3,738	78
Metro-North Railroad	3,547	3,403	144
Bridges & Tunnels	405	395	10
Headquarters	-	-	-
Staten Island Railway	155	148	7
Capital Construction Company	-	-	-
Bus Company	1,079	1,043	36
<b>Engineering/Capital</b>	<b>1,940</b>	<b>1,780</b>	<b>160</b>
NYC Transit	1,319	1,220	99
Long Island Rail Road	140	111	29
Metro-North Railroad	107	94	13
Bridges & Tunnels	217	192	25
Headquarters	-	-	-
Staten Island Railway	-	-	-
Capital Construction Company	120	105	15
Bus Company	37	28	9
<b>Public Safety</b>	<b>1,662</b>	<b>1,603</b>	<b>59</b>
NYC Transit	584	566	18
Long Island Rail Road	-	-	-
Metro-North Railroad	-	-	-
Bridges & Tunnels	269	268	1
Headquarters	793	754	39
Staten Island Railway	-	-	-
Capital Construction Company	-	-	-
Bus Company	16	15	1
<b>Total Positions</b>	<b>67,093</b>	<b>66,866</b>	<b>1,208</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2013 Mid-Year Forecast**  
**Total Positions by Function and Occupational Group**  
**November 2013**

<b>FUNCTION/OCCUPATIONAL GROUP</b>	<b>Mid-Year Forecast</b>	<b>Actual</b>	<b>Variance Favorable/ (Unfavorable)</b>
<b>Administration</b>	<b>4,318</b>	<b>3,957</b>	<b>361</b>
Managers/Supervisors	1,692	1,501	191
Professional, Technical, Clerical	2,461	2,432	29
Operational Hourlies	165	24	141
<b>Operations</b>	<b>29,476</b>	<b>29,373</b>	<b>102</b>
Managers/Supervisors	3,343	3,318	26
Professional, Technical, Clerical	956	944	12
Operational Hourlies	25,177	25,112	64
<b>Maintenance</b>	<b>29,698</b>	<b>29,202</b>	<b>496</b>
Managers/Supervisors	5,271	5,097	174
Professional, Technical, Clerical	1,928	1,812	117
Operational Hourlies	22,498	22,294	205
<b>Engineering/Capital</b>	<b>1,940</b>	<b>1,760</b>	<b>190</b>
Managers/Supervisors	518	479	39
Professional, Technical, Clerical	1,420	1,270	151
Operational Hourlies	2	2	-
<b>Public Safety</b>	<b>1,862</b>	<b>1,603</b>	<b>259</b>
Managers/Supervisors	267	248	19
Professional, Technical, Clerical	144	128	16
Operational Hourlies	1,251	1,227	24
<b>Total Positions</b>	<b>67,093</b>	<b>65,886</b>	<b>1,208</b>
Managers/Supervisors	11,091	10,642	449
Professional, Technical, Clerical	6,910	6,585	325
Operational Hourlies	49,093	48,659	434

(millions)

Current Month Stabilization Fund				Year to Date Stabilization Fund		
	Commuter (General Fd)	Transit (TA Stab)	Total	Commuter (General Fd)	Transit (TA Stab)	Total
From Date:	11/01/13	11/01/13	11/01/13	01/01/13	01/01/13	01/01/13
To Date:	11/30/13	11/30/13	11/30/13	11/30/13	11/30/13	11/30/13
<b>Opening Balance</b>	\$290.608	\$113.515	\$404.122	\$220.736	\$115.183	\$335.919
<b>RECEIPTS</b>						
Interest Earnings	0.020	0.012	0.032	0.163	0.207	0.370
<b>New York State</b>						
State and regional mass transit taxes - MMTA	69.600	140.000	209.600	372.080	719.120	1,091.200
MTTF	7.033	39.855	46.888	82.091	465.208	547.299
Total Dedicated Taxes Received	76.633	179.855	256.488	454.171	1,184.328	1,638.499
Less DTF Debt Service	1.433	6.634	8.067	57.463	266.014	323.476
Net Dedicated Taxes for Operations	75.200	173.221	248.421	396.708	918.315	1,315.023
Payroll Mobility Tax	0.000	0.517	0.517	296.077	898.580	1,194.657
MTA Aid Trust Taxes	0.000	0.000	0.000	87.438	252.298	339.736
Operating Assistance - 18b	7.313	39.668	46.981	21.939	119.004	140.943
NYS School Fares	0.000	6.313	6.313	0.000	12.626	12.626
Additional Mass Transp Operating Assistance	0.000	n/a	0.000	0.000	n/a	0.000
Total - New York State	\$82.513	\$219.718	\$302.231	\$802.163	\$2,200.822	\$3,002.984
<b>Local</b>						
Dutchess County						
Operating Assistance - 18b	\$0.095	n/a	\$0.095	\$0.285	n/a	\$0.285
Station Maintenance	0.000	n/a	0.000	2.339	n/a	2.339
Nassau County						
Operating Assistance - 18b	0.000	n/a	0.000	8.688	n/a	8.688
Station Maintenance	0.000	n/a	0.000	28.395	n/a	28.395
New York City						
Operating Assistance - 18b	0.000	0.000	0.000	1.404	123.672	125.076
Urban - Real Property & Mortgage Recording Tax	n/a	90.242	90.242	n/a	544.756	544.756
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	90.856	n/a	90.856
Orange County						
Operating Assistance - 18b	0.000	n/a	0.000	0.146	n/a	0.146
Station Maintenance	0.000	n/a	0.000	0.484	n/a	0.484
Putnam County						
Operating Assistance - 18b	0.095	n/a	0.095	0.475	n/a	0.475
Station Maintenance	0.000	n/a	0.000	0.915	n/a	0.915
Rockland County						
Operating Assistance - 18b	0.000	n/a	0.000	0.022	n/a	0.022
Station Maintenance	0.000	n/a	0.000	0.051	n/a	0.051
Suffolk County						
Operating Assistance - 18b	1.879	n/a	1.879	7.518	n/a	7.518
Station Maintenance	0.000	n/a	0.000	17.501	n/a	17.501
Westchester County						
Operating Assistance - 18b	0.000	n/a	0.000	7.342	n/a	7.342
Station Maintenance	0.000	n/a	0.000	19.624	n/a	19.624
Total - Local	\$2.070	\$90.242	\$92.312	\$186.046	\$668.428	\$854.474

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		(millions)					
		<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:	11/01/13	11/01/13	11/01/13	11/01/13	01/01/13	01/01/13	01/01/13
To Date:	11/30/13	11/30/13	11/30/13	11/30/13	11/30/13	11/30/13	11/30/13
<b><u>MTA Bridges and Tunnels- Surplus Transfers</u></b>		33.800	24.893	58.693	332.697	227.658	\$60.356
<b>Total Subsidy and Other Receipts</b>		<b>\$118.383</b>	<b>\$334.853</b>	<b>\$453.236</b>	<b>\$1,320.906</b>	<b>\$3,096.908</b>	<b>\$4,417.814</b>
<b><u>MTA Sources for Interagency Loans</u></b>							
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
2012 OPEB Loan		0.000	0.000	0.000	23.000	-23.000	0.000 *
<b>Total Loans</b>		<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$23.000</b>	<b>-\$23.000</b>	<b>\$0.000</b>
<b>Total Receipts and Loans Received</b>		<b>\$118.403</b>	<b>\$334.865</b>	<b>\$453.268</b>	<b>\$1,344.069</b>	<b>\$3,074.115</b>	<b>\$4,418.184</b>

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(millions)

	<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:	11/01/13	11/01/13	11/01/13	01/01/13	01/01/13	01/01/13
To Date:	11/30/13	11/30/13	11/30/13	11/30/13	11/30/13	11/30/13
<b><u>Brought forward from prior page</u></b>						
Opening Balance	\$290.608	\$113.515	\$404.122	\$220.736	\$115.183	\$335.919
Total Receipts and Loans Received	118.403	334.865	453.268	1,344.069	3,074.115	4,418.184
Total Cash and Receipts Available	\$409.010	\$448.380	\$857.390	\$1,564.805	\$3,189.298	\$4,754.103
<b><u>DISBURSEMENTS</u></b>						
<b><u>Revenue Supported Debt Service</u></b>	11.389	31.291	42.680	425.125	707.321	1,132.446
<b><u>Agency Operations</u></b>						
MTA Long Island Railroad	78.045	0.000	78.045	605.233	0.000	605.233
MTA Metro-North Rail Road	33.652	0.000	33.652	225.522	0.000	225.522
MTA New York City Transit	0.000	350.517	350.517	0.000	2,360.668	2,360.668
MTA NYCT for SIRTQA	0.000	0.629	0.629	0.000	3.366	3.366
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
Total Debt Service and Operations	\$123.086	\$382.437	\$505.523	\$1,255.880	\$3,071.355	\$4,327.236
<b><u>Repayment of Interagency Loans</u></b>						
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
2012 OPEB Loan	0.000	0.000	0.000	23.000	52.000	75.000
Total Loans Payback	\$0.000	\$0.000	\$0.000	\$23.000	\$52.000	\$75.000
Total Disbursements	\$123.086	\$382.437	\$505.523	\$1,278.880	\$3,123.355	\$4,402.236
<b><u>STABILIZATION FUND BALANCE</u></b>	<u>\$285.924</u>	<u>\$65.943</u>	<u>\$351.867</u>	<u>\$285.924</u>	<u>\$65.943</u>	<u>\$351.867</u>
<b><u>Ending Loan Balances</u></b>						
B&T Necessary Reconstruction Reserve	0.000	0.000	0.000	0.000	0.000	0.000
MTA Capital Program - Non-Resolution Funds	122.000	278.000	400.000	122.000	278.000	400.000
MRT-2 Corporate Account	0.000	0.000	0.000	0.000	0.000	0.000
2012 OPEB Loan	0.000	0.000	0.000	0.000	0.000	0.000
	<u>\$122.000</u>	<u>\$278.000</u>	<u>\$400.000</u>	<u>\$122.000</u>	<u>\$278.000</u>	<u>\$400.000</u>
<b><u>End of Month NYCT Operating Fund borrowing from MTA Invest Pool not included in Ending Loan Balances above</u></b>	n/a	\$340.720	\$340.720	n/a	\$340.720	\$340.720
<b><u>Total Loan Balances (including negative Operating and Stabilization Fund Balances)</u></b>				\$122.000	\$618.720	\$740.720

\* Note: 2012 OPEB Loan was corrected for Transit/Commuter split in January 2013

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**METROPOLITAN TRANSPORTATION AUTHORITY**  
**FAREBOX RECOVERY AND FAREBOX OPERATING RATIOS**  
**2013 MID-YEAR FORECAST AND ACTUALS**  
**Nov-13**

<b>FAREBOX RECOVERY RATIOS</b>		
	<b>2013</b>	<b>2013</b>
	<b><u>Mid-Year Forecast</u></b>	<b><u>YTD Actual</u></b>
New York City Transit	37.7%	40.0%
Staten Island Railway	10.9%	13.1%
Long Island Rail Road	31.8%	32.8%
Metro-North Railroad	42.0%	45.8%
Bus Company	<u>30.3%</u>	<u>31.3%</u>
<b>MTA Agency Average</b>	<b>36.9%</b>	<b>39.0%</b>

<b>FAREBOX OPERATING RATIOS</b>		
	<b>2013</b>	<b>2013</b>
	<b><u>Mid-Year Forecast</u></b>	<b><u>YTD Actual</u></b>
New York City Transit	58.6%	58.8%
Staten Island Railway	16.0%	19.2%
Long Island Rail Road	46.8%	49.3%
Metro-North Railroad	60.6%	61.5%
Bus Company	<u>36.4%</u>	<u>38.0%</u>
<b>MTA Agency Average</b>	<b>55.7%</b>	<b>56.5%</b>

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.



**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 November, 2013**

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

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

Tuesday, January 7, 2014

# Metropolitan Transportation Authority

November

Revenue Passengers	2011	2012	Percent Change	2013	Percent Change
<b>MTA New York City Transit</b>	195,963,623	176,579,235	-9.89%	196,567,606	11.32%
MTA New York City Subway	139,668,952	124,309,325	-11.00%	141,437,333	13.78%
MTA New York City Bus	56,294,671	52,269,910	-7.15%	55,130,273	5.47%
<b>MTA Staten Island Railway</b>	405,710	328,542	-19.02%	351,717	7.05%
<b>MTA Long Island Rail Road</b>	6,815,374	5,607,406	-17.72%	6,666,796	18.89%
<b>MTA Metro-North Railroad</b>	6,948,147	6,283,202	-9.57%	6,738,100	7.24%
<i>East of Hudson</i>	6,851,079	6,211,788	-9.33%	6,614,617	6.48%
Harlem Line	2,247,234	2,068,664	-7.95%	2,160,739	4.45%
Hudson Line	1,332,264	1,190,123	-10.67%	1,280,952	7.63%
New Haven Line	3,271,581	2,953,001	-9.74%	3,172,926	7.45%
<i>West of Hudson</i>	97,068	71,414	-26.43%	123,483	72.91%
Port Jervis Line	46,692	47,613	1.97%	75,365	58.29%
Pascack Valley Line	50,376	23,801	-52.75%	48,118	102.17%
<b>MTA Bus Company</b>	10,264,991	9,520,500	-7.25%	10,155,709	6.67%
<b>MTA Bridges &amp; Tunnels</b>	23,443,442	20,945,342	-10.66%	23,176,130	10.65%
<b>Total All Agencies</b>	<b>220,397,845</b>	<b>198,318,886</b>	<b>-10.02%</b>	<b>220,479,928</b>	<b>11.17%</b>
(Excludes Bridges & Tunnels)					
Weekdays:	19	19		18	
Holidays:	3	3		3	
Weekend Days:	8	8		9	
Days	30	30		30	

Tuesday, January 07, 2014

# Metropolitan Transportation Authority

November

Revenue Passengers Year to Date	2011	2012	Percent Change	2013	Percent Change
MTA New York City Transit	2,108,634,941	2,131,339,130	1.08%	2,189,334,653	2.72%
MTA New York City Subway	1,498,365,848	1,517,110,274	1.25%	1,564,978,789	3.16%
MTA New York City Bus	610,269,093	614,228,856	0.65%	624,355,864	1.65%
MTA Staten Island Railway	4,192,023	4,121,846	-1.67%	3,873,260	-6.03%
MTA Long Island Rail Road	73,815,222	74,894,543	1.46%	76,180,980	1.72%
MTA Metro-North Railroad	74,698,556	75,944,015	1.67%	76,375,187	0.57%
East of Hudson	73,163,257	74,440,166	1.75%	74,934,291	0.66%
Harlem Line	24,020,183	24,393,583	1.55%	24,646,193	1.04%
Hudson Line	14,385,430	14,531,378	1.01%	14,622,018	0.62%
New Haven Line	34,757,644	35,515,205	2.18%	35,666,080	0.42%
West of Hudson	1,535,299	1,503,849	-2.05%	1,440,896	-4.19%
Port Jervis Line	1,003,648	951,832	-5.16%	900,121	-5.43%
Pascack Valley Line	531,651	552,017	3.83%	540,775	-2.04%
MTA Bus Company	109,336,511	110,983,809	1.51%	115,007,901	3.63%
MTA Bridges & Tunnels	259,840,199	259,256,045	-0.22%	261,495,197	0.86%
Total All Agencies	2,370,677,253	2,397,283,344	1.12%	2,460,771,981	2.65%
(Excludes Bridges & Tunnels)					
Weekdays:	226	231		230	
Holidays:	9	10		10	
Weekend Days:	99	94		94	
Days	334	335		334	

Tuesday, January 07, 2014

# Metropolitan Transportation Authority

November

12 Month Averages	2011	2012	Percent Change	2013	Percent Change
<b>MTA New York City Transit</b>	191,439,959	194,037,742	1.36%	198,374,034	2.23%
MTA New York City Subway	136,183,500	138,264,925	1.53%	141,870,898	2.61%
MTA New York City Bus	55,256,460	55,772,817	0.93%	56,503,136	1.31%
<b>MTA Staten Island Railway</b>	379,315	376,106	-0.85%	349,716	-7.02%
<b>MTA Long Island Rail Road</b>	6,733,359	6,842,217	1.62%	6,920,002	1.14%
<b>MTA Metro-North Railroad</b>	6,815,655	6,940,270	1.83%	6,948,733	0.12%
East of Hudson	6,673,977	6,803,441	1.94%	6,819,612	0.24%
Harlem Line	2,193,125	2,228,129	1.60%	2,241,707	0.61%
Hudson Line	1,311,332	1,325,504	1.08%	1,328,644	0.24%
New Haven Line	3,169,520	3,249,808	2.53%	3,249,261	-0.02%
West of Hudson	141,678	136,830	-3.42%	129,121	-5.63%
Port Jervis Line	93,185	86,451	-7.23%	80,656	-6.70%
Pascack Valley Line	48,493	50,379	3.89%	48,465	-3.80%
<b>MTA Bus Company</b>	9,898,487	10,085,695	1.89%	10,408,491	3.20%
<b>MTA Bridges &amp; Tunnels</b>	23,567,461	23,576,786	0.04%	23,737,538	0.68%
<b>Total All Agencies</b>	<b>215,266,775</b>	<b>218,282,030</b>	<b>1.40%</b>	<b>223,000,976</b>	<b>2.16%</b>
(Excludes Bridges & Tunnels)					
Weekdays:	19	19		18	
Holidays:	3	3		3	
Weekend Days:	8	8		9	
Days	30	30		30	

Tuesday, January 07, 2014

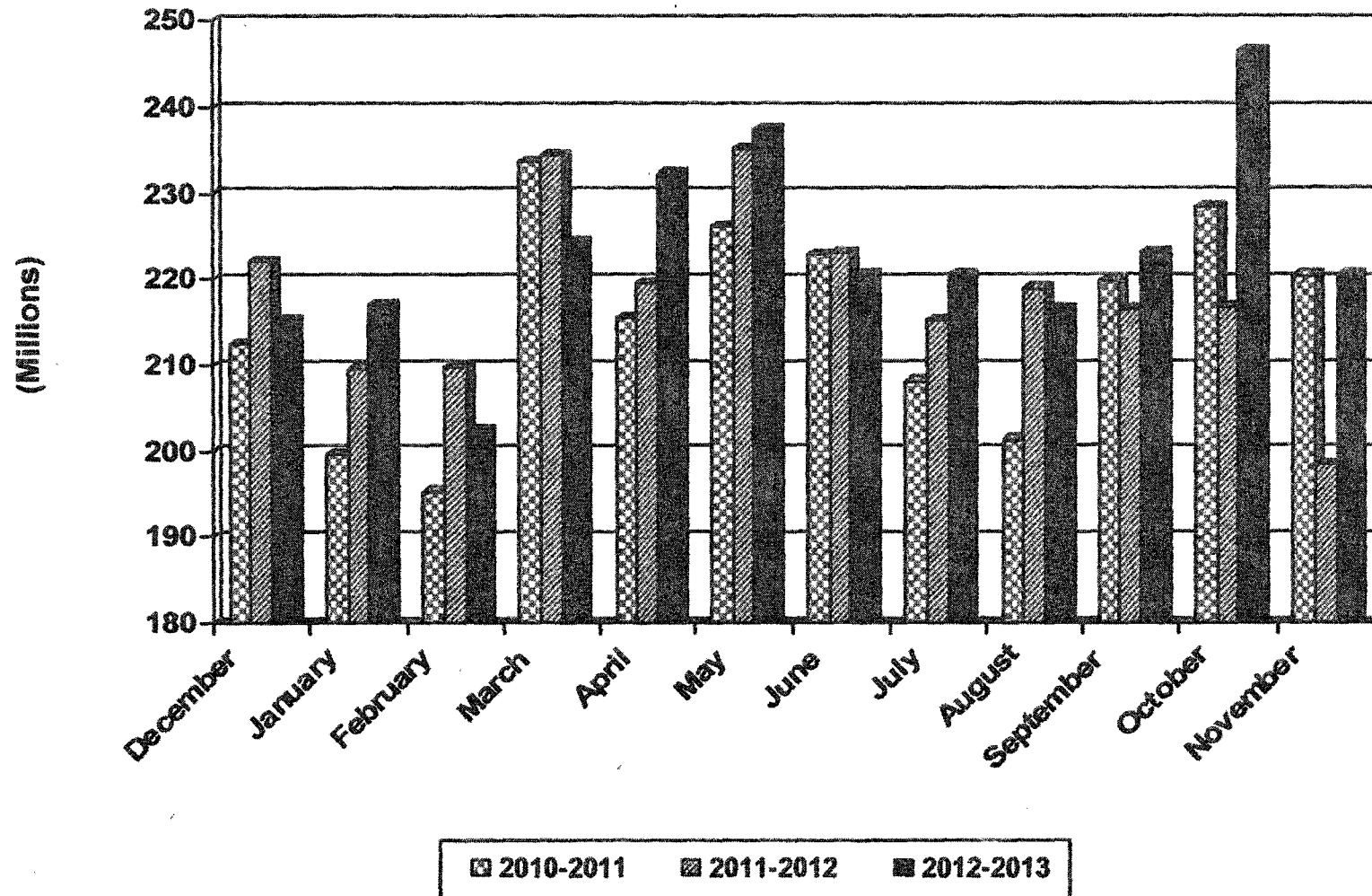
# Metropolitan Transportation Authority

November

Average Weekday Passengers	2011	2012	Percent Change	2013	Percent Change
<b>MTA New York City Transit</b>	7,658,485	7,535,218	-1.61%	7,798,192	3.49%
MTA New York City Subway	5,456,286	5,323,238	-2.44%	5,608,187	5.35%
MTA New York City Bus	2,202,199	2,211,980	0.44%	2,190,005	-0.99%
<b>MTA Staten Island Railway</b>	17,302	15,364	-11.20%	16,010	4.20%
<b>MTA Long Island Rail Road</b>	298,001	243,193	-18.39%	304,762	25.32%
<b>MTA Metro-North Railroad</b>	293,791	264,012	-10.14%	292,530	10.80%
<i>East of Hudson</i>	288,936	260,337	-9.90%	286,037	9.87%
Harlem Line	95,500	87,177	-8.72%	94,175	8.03%
Hudson Line	56,109	49,881	-11.10%	55,262	10.79%
New Haven Line	137,327	123,279	-10.23%	136,600	10.81%
<i>West of Hudson</i>	4,855	3,675	-24.30%	6,493	76.68%
Port Jervis Line	2,336	2,455	5.09%	3,963	61.43%
Pascack Valley Line	2,519	1,220	-51.57%	2,530	107.38%
<b>MTA Bus Company</b>	409,829	409,797	-0.01%	410,299	0.12%
<b>MTA Bridges &amp; Tunnels</b>	801,634	725,399	-9.51%	802,582	10.64%
<b>Total All Agencies</b>	<b>8,677,409</b>	<b>8,467,584</b>	<b>-2.42%</b>	<b>8,821,793</b>	<b>4.18%</b>
(Excludes Bridges & Tunnels)					
Weekdays:	19	19		18	
Holidays:	3	3		3	
Weekend Days:	8	8		9	
Days	30	30		30	

Tuesday, January 07, 2014

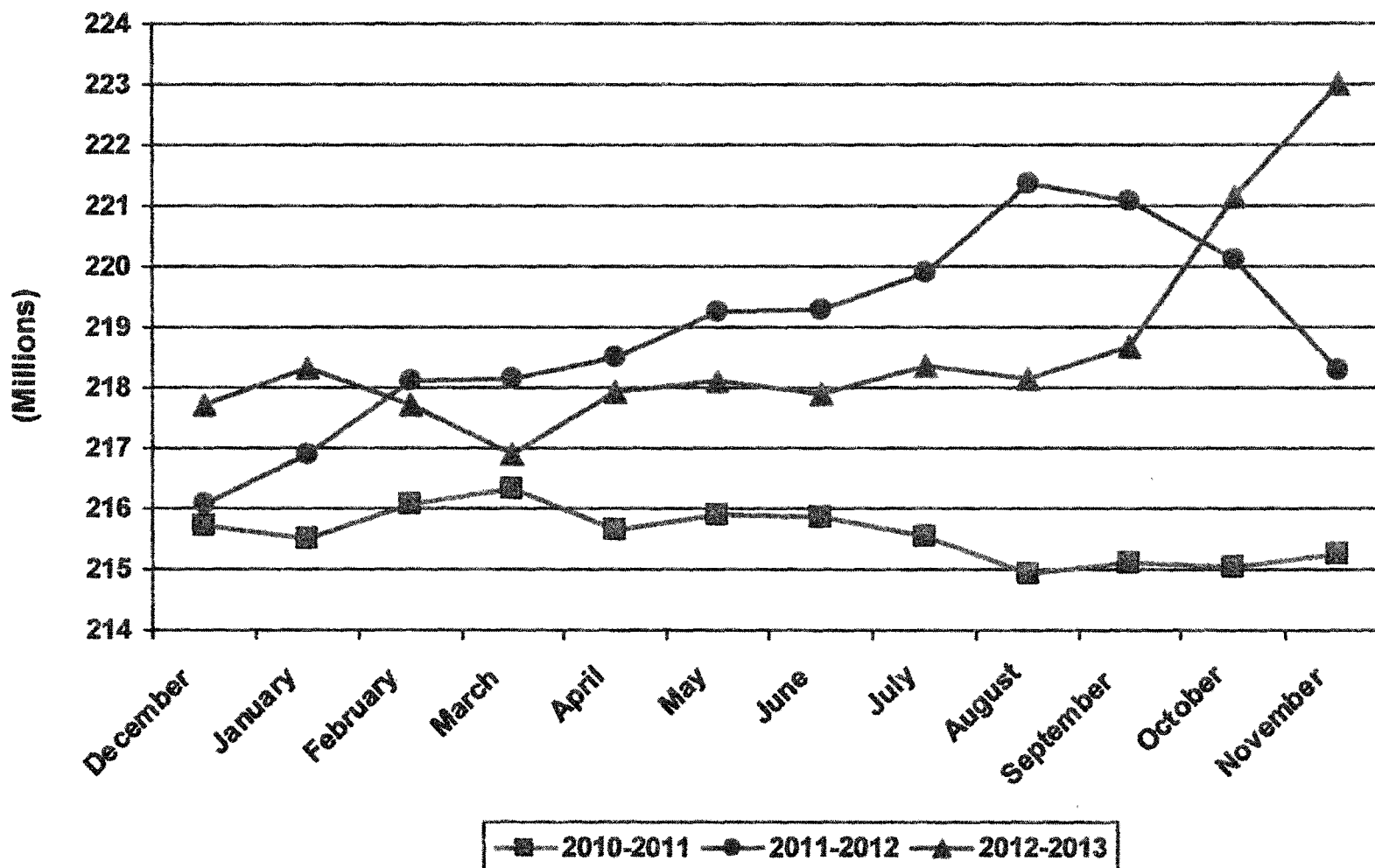
## Metropolitan Transportation Authority Revenue Passengers



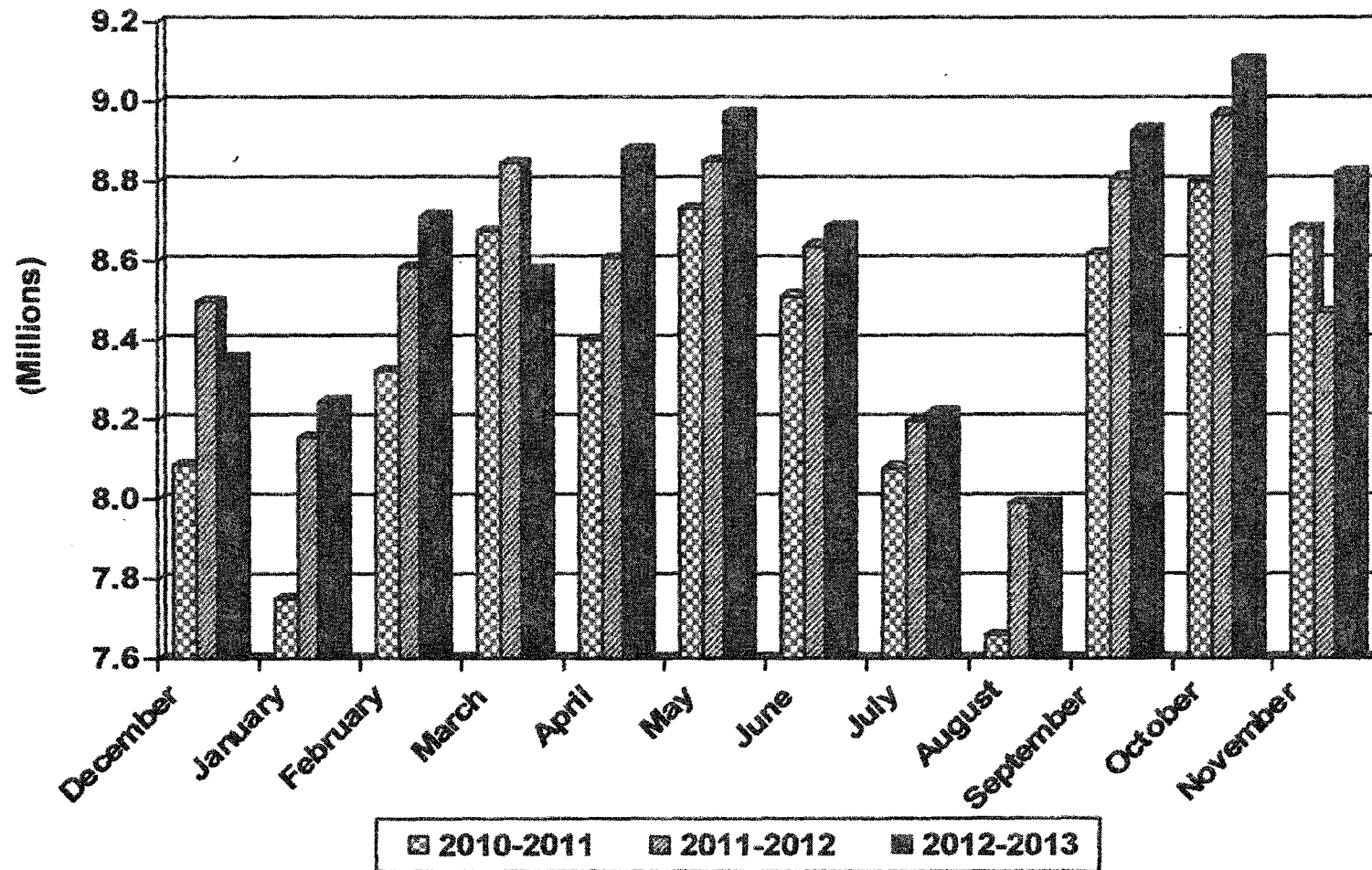


# Metropolitan Transportation Authority

## 12 Month Averages



## Metropolitan Transportation Authority Average Weekday Passengers



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## Metropolitan Transportation Authority

Revenue Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	212,524,052	222,056,739	4.49%	215,239,725	-3.07%
January	199,676,573	209,555,965	4.95%	217,053,049	3.58%
February	195,192,206	209,694,883	7.43%	202,336,902	-3.51%
March	233,627,402	234,372,981	0.32%	224,234,827	-4.33%
April	215,451,398	219,593,763	1.92%	232,297,024	5.78%
May	226,092,925	235,143,368	4.00%	237,347,958	0.94%
June	222,851,516	223,139,032	0.13%	220,490,708	-1.19%
July	208,081,667	215,272,302	3.46%	220,562,209	2.46%
August	201,253,463	218,936,858	8.79%	216,372,684	-1.17%
September	219,746,517	216,478,722	-1.49%	223,125,464	3.07%
October	228,305,740	216,776,585	-5.05%	246,471,228	13.70%
November	220,397,845	198,318,886	-10.02%	220,479,928	11.17%
12 Month Ave	215,266,775	218,282,030	1.40%	223,000,976	2.16%
Year-to-Date	2,370,677,253	2,397,283,344	1.12%	2,460,771,981	2.65%
12 Month Averages					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	215,697,497	216,064,856	0.17%	217,710,256	0.76%
January	215,495,745	216,888,138	0.65%	218,335,013	0.67%
February	216,082,439	218,096,695	0.93%	217,721,848	-0.17%
March	216,337,247	218,158,826	0.84%	216,877,001	-0.59%
April	215,630,241	218,504,024	1.33%	217,935,607	-0.26%
May	215,876,308	219,258,227	1.57%	218,119,322	-0.52%
June	215,855,304	219,282,187	1.59%	217,898,629	-0.63%
July	215,523,252	219,881,406	2.02%	218,339,454	-0.70%
August	214,844,285	221,355,023	2.98%	218,125,773	-1.46%
September	215,101,331	221,082,706	2.78%	218,679,668	-1.09%
October	215,041,777	220,121,943	2.36%	221,154,222	0.47%
November	215,266,775	218,282,030	1.40%	223,000,976	2.16%
Average Weekday Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	8,088,436	8,498,027	5.06%	8,354,545	-1.69%
January	7,748,500	8,152,931	5.22%	8,243,726	1.11%
February	8,318,587	8,584,528	3.20%	8,711,277	1.48%
March	8,673,184	8,842,851	1.96%	8,574,997	-3.03%
April	8,402,125	8,607,145	2.44%	8,877,146	3.14%
May	8,729,617	8,848,957	1.37%	8,971,881	1.39%
June	8,510,576	8,635,867	1.47%	8,686,937	0.59%
July	8,078,450	8,196,028	1.46%	8,215,514	0.24%
August	7,658,394	7,988,989	4.32%	7,986,317	-0.03%
September	8,816,006	8,806,848	-0.01%	8,926,977	1.36%
October	8,797,407	8,967,293	1.93%	9,101,018	1.49%
November	8,677,409	8,467,584	-2.42%	8,821,793	4.18%

## MTA New York City Transit

Revenue Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	188,644,573	197,113,772	4.48%	191,153,756	-3.02%
January	178,374,136	186,528,933	4.57%	193,074,487	3.51%
February	174,315,460	186,804,379	7.16%	180,355,395	-3.45%
March	208,218,803	208,660,641	0.21%	199,523,012	-4.38%
April	191,839,355	195,344,365	1.83%	206,817,977	5.87%
May	201,322,443	209,359,911	3.99%	211,398,239	0.97%
June	197,684,348	198,122,467	0.22%	196,048,183	-1.05%
July	184,243,874	190,765,785	3.54%	195,519,881	2.48%
August	178,166,924	193,724,876	8.73%	191,741,194	-1.02%
September	195,244,293	192,555,771	-1.38%	198,671,419	3.18%
October	203,261,681	192,892,768	-5.10%	219,617,260	13.85%
November	195,963,623	176,579,235	-9.89%	196,567,606	11.32%
12 Month Ave	191,439,959	194,037,742	1.36%	198,374,034	2.23%
Year-to-Date	2,108,634,941	2,131,339,130	1.08%	2,189,334,653	2.72%

12 Month Averages					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	191,760,118	192,145,726	0.20%	193,541,074	0.73%
January	191,817,723	192,825,292	0.63%	194,086,537	0.65%
February	192,168,785	193,866,036	0.88%	193,549,121	-0.16%
March	192,406,786	193,902,856	0.78%	192,787,652	-0.58%
April	191,787,395	194,194,940	1.26%	193,743,787	-0.23%
May	192,001,343	194,864,729	1.48%	193,913,647	-0.49%
June	191,981,994	194,901,239	1.52%	193,740,790	-0.60%
July	191,685,868	195,444,731	1.96%	194,136,965	-0.87%
August	191,176,541	196,741,227	2.91%	193,971,658	-1.41%
September	191,317,048	196,517,184	2.72%	194,481,295	-1.04%
October	191,254,871	195,653,107	2.30%	196,708,336	0.54%
November	191,439,959	194,037,742	1.36%	198,374,034	2.23%

Average Weekday Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	7,144,832	7,497,041	4.93%	7,364,350	-1.77%
January	6,844,588	7,196,814	5.15%	7,279,536	1.15%
February	7,381,871	7,604,864	3.02%	7,720,408	1.52%
March	7,698,002	7,833,237	1.75%	7,581,779	-3.21%
April	7,440,152	7,618,738	2.40%	7,867,227	3.26%
May	7,728,432	7,839,588	1.44%	7,952,469	1.44%
June	7,516,270	7,826,923	1.47%	7,672,456	0.60%
July	7,104,704	7,220,613	1.63%	7,246,503	0.36%
August	6,758,450	7,040,545	4.17%	7,040,270	0.00%
September	7,616,195	7,776,340	2.10%	7,900,537	1.60%
October	7,785,087	7,993,039	2.67%	8,074,956	1.02%
November	7,658,485	7,535,216	-1.61%	7,798,192	3.48%

## MTA New York City Subway

Revenue Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	135,836,148	142,068,824	4.59%	137,471,991	-3.24%
January	127,637,258	132,812,778	4.05%	137,079,095	3.21%
February	124,055,125	132,381,109	6.71%	127,900,426	-3.38%
March	146,487,199	147,401,147	0.62%	142,325,996	-3.44%
April	136,237,054	139,080,375	2.09%	146,912,790	5.63%
May	141,880,529	148,496,485	4.66%	150,755,402	1.52%
June	140,586,973	141,986,322	1.00%	141,227,567	-0.53%
July	131,263,668	137,228,468	4.54%	140,822,610	2.62%
August	127,893,199	139,253,563	8.88%	138,560,862	-0.50%
September	138,489,313	136,901,247	-1.15%	141,523,393	3.38%
October	144,166,578	137,259,455	-4.79%	156,433,315	13.97%
November	139,668,952	124,309,325	-11.00%	141,437,333	13.78%
12 Month Ave	136,183,500	138,264,925	1.53%	141,670,898	2.61%
Year-to-Date	1,498,365,848	1,517,110,274	1.25%	1,564,978,769	3.16%

12 Month Averages					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	133,883,168	136,702,889	2.26%	137,881,855	0.86%
January	133,940,485	137,134,183	2.38%	138,237,382	0.80%
February	134,556,374	137,828,015	2.43%	137,863,992	0.03%
March	134,958,434	137,904,177	2.18%	137,441,062	-0.34%
April	134,853,150	138,141,120	2.44%	138,093,764	-0.03%
May	135,274,649	138,682,450	2.53%	138,282,007	-0.30%
June	135,505,323	138,809,063	2.44%	138,218,777	-0.43%
July	135,483,674	139,306,129	2.82%	138,518,289	-0.57%
August	135,360,646	140,252,826	3.61%	138,460,564	-1.28%
September	135,673,673	140,120,487	3.28%	138,845,743	-0.91%
October	135,851,291	139,544,894	2.72%	140,443,564	0.64%
November	136,183,500	138,264,925	1.53%	141,670,898	2.61%

Average Weekday Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	5,137,650	5,392,467	4.96%	5,274,755	-2.18%
January	4,892,799	5,113,166	4.50%	5,160,819	0.93%
February	5,260,405	5,391,274	2.49%	5,466,124	1.39%
March	5,423,118	5,530,836	1.99%	5,415,928	-2.08%
April	5,295,535	5,427,522	2.49%	5,589,663	2.99%
May	5,450,246	5,557,889	1.97%	5,664,205	1.91%
June	5,355,314	5,475,383	2.24%	5,536,340	1.11%
July	5,097,919	5,211,599	2.23%	5,240,690	0.56%
August	4,863,820	5,081,510	4.48%	5,116,343	0.69%
September	5,415,945	5,527,044	2.05%	5,627,647	1.82%
October	5,519,975	5,679,106	2.88%	5,750,807	1.26%
November	5,466,286	5,323,238	-2.44%	5,608,187	6.35%

## MTA New York City Bus

Revenue Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	52,808,425	55,044,948	4.24%	53,681,765	-2.48%
January	50,736,878	53,716,155	5.87%	55,995,392	4.24%
February	50,260,335	54,423,270	8.28%	52,454,969	-3.62%
March	61,731,805	61,259,494	-0.76%	57,187,015	-6.63%
April	55,602,301	56,263,990	1.19%	59,905,187	6.47%
May	58,441,914	60,863,426	2.39%	60,842,837	-0.36%
June	57,087,375	56,136,145	-1.68%	54,820,616	-2.34%
July	52,980,206	53,537,317	1.05%	54,697,271	2.17%
August	50,273,725	54,471,313	8.35%	53,180,332	-2.37%
September	56,754,980	55,854,524	-1.94%	57,148,026	2.68%
October	59,095,103	55,633,313	-5.66%	63,183,945	13.57%
November	56,294,671	52,269,910	-7.16%	55,130,273	5.47%
12 Month Ave	55,256,460	55,772,817	0.93%	56,503,136	1.31%
Year-to-Date	610,269,093	614,228,856	0.65%	624,355,864	1.65%

12 Month Averages					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	58,076,948	55,442,837	-4.54%	55,659,218	0.39%
January	57,677,238	55,691,110	-3.44%	55,849,155	0.28%
February	57,612,411	56,038,021	-2.73%	56,885,130	-0.63%
March	57,448,352	55,998,679	-2.52%	55,346,590	-1.16%
April	56,934,245	56,053,819	-1.55%	55,650,023	-0.72%
May	56,726,694	56,172,279	-0.98%	55,631,640	-0.96%
June	56,476,671	56,092,176	-0.68%	55,522,013	-1.02%
July	56,202,014	56,138,902	-0.11%	55,618,676	-0.93%
August	55,817,896	56,488,401	1.20%	55,511,094	-1.73%
September	55,643,375	56,396,696	1.35%	55,635,553	-1.35%
October	55,403,579	56,108,214	1.27%	56,264,772	0.28%
November	55,256,460	55,772,817	0.93%	56,503,136	1.31%

Average Weekday Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	2,007,182	2,104,574	4.85%	2,089,598	-0.71%
January	1,951,788	2,083,648	6.76%	2,118,717	1.68%
February	2,121,466	2,213,590	4.34%	2,254,283	1.84%
March	2,275,484	2,302,401	1.18%	2,185,853	-5.93%
April	2,144,618	2,191,216	2.17%	2,277,564	3.94%
May	2,278,186	2,261,700	0.15%	2,288,264	0.29%
June	2,160,956	2,151,540	-0.44%	2,136,116	-0.72%
July	2,006,784	2,009,014	0.11%	2,005,813	-0.16%
August	1,894,630	1,959,035	3.40%	1,923,927	-1.79%
September	2,200,250	2,249,296	2.23%	2,272,890	1.05%
October	2,265,112	2,313,933	2.16%	2,324,149	0.44%
November	2,202,199	2,211,980	0.44%	2,190,005	-0.99%

## Metropolitan Transportation Authority

November

## MTA Bus Company

Revenue Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	9,445,337	10,044,527	6.34%	9,893,990	-1.50%
January	8,996,811	9,672,158	7.51%	10,307,130	6.56%
February	8,882,694	9,754,429	9.81%	9,649,044	-1.06%
March	10,881,785	11,049,329	1.54%	10,509,736	-4.88%
April	9,789,001	10,054,362	2.71%	11,045,951	9.86%
May	10,676,556	10,957,840	2.63%	11,257,915	2.74%
June	10,256,893	10,122,902	-1.31%	10,003,795	-1.18%
July	9,455,791	9,674,026	2.31%	10,040,732	3.79%
August	9,211,190	10,027,841	8.87%	9,915,420	-1.12%
September	10,248,737	10,068,914	-1.75%	10,509,491	4.38%
October	10,872,062	10,081,508	-5.53%	11,612,978	15.19%
November	10,264,991	9,520,500	-7.25%	10,155,709	6.67%
12 Month Ave	9,898,487	10,085,695	1.89%	10,408,491	3.20%
Year-to-Date	109,336,511	110,983,609	1.51%	115,007,901	3.63%

12 Month Averages					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	10,018,906	9,948,420	-0.70%	10,073,150	1.25%
January	9,987,712	10,004,699	0.17%	10,126,064	1.21%
February	10,007,959	10,077,343	0.69%	10,117,282	0.40%
March	10,009,451	10,091,305	0.82%	10,072,316	-0.19%
April	9,949,040	10,113,419	1.65%	10,154,949	0.41%
May	9,960,571	10,136,859	1.77%	10,179,855	0.43%
June	9,951,784	10,125,693	1.76%	10,170,029	0.44%
July	9,930,676	10,143,879	2.15%	10,200,588	0.56%
August	9,888,364	10,211,934	3.17%	10,191,220	-0.20%
September	9,901,305	10,196,948	2.99%	10,227,934	0.30%
October	9,892,940	10,147,738	2.58%	10,355,557	2.05%
November	9,898,487	10,085,695	1.89%	10,408,491	3.20%

Average Weekday Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	388,375	393,111	6.71%	394,582	0.37%
January	354,998	383,881	8.14%	397,021	3.42%
February	386,055	405,847	5.13%	424,297	4.55%
March	410,460	423,988	3.30%	408,385	-3.68%
April	387,521	400,164	3.26%	427,969	6.95%
May	420,342	418,369	-0.47%	432,244	3.32%
June	396,548	395,623	-0.23%	398,327	0.68%
July	369,348	370,696	0.36%	375,087	1.18%
August	353,624	367,817	4.01%	366,042	-0.48%
September	407,460	416,264	2.16%	425,744	2.26%
October	419,192	427,130	1.89%	433,829	1.57%
November	409,829	409,797	-0.01%	410,299	0.12%

## MTA Staten Island Railway

## Revenue Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	359,753	391,429	8.80%	323,327	-17.40%
January	358,388	385,644	8.21%	366,031	-5.09%
February	333,719	367,154	10.02%	315,778	-13.99%
March	427,899	415,419	-2.94%	342,829	-17.47%
April	366,489	364,882	-0.44%	365,207	0.09%
May	406,054	410,031	0.98%	381,077	-7.06%
June	404,083	388,184	-3.93%	348,493	-10.22%
July	327,303	328,507	0.37%	300,308	-8.58%
August	333,401	352,063	5.60%	309,082	-12.21%
September	405,022	379,807	-6.23%	367,724	-3.18%
October	425,857	401,614	-5.68%	425,014	5.83%
November	405,710	328,542	-19.02%	351,717	7.05%
12 Month Ave	379,315	376,106	-0.85%	349,716	-7.02%
Year-to-Date	4,192,023	4,121,846	-1.67%	3,873,260	-6.03%

## 12 Month Averages

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	364,190	381,954	4.88%	370,431	-3.02%
January	365,701	384,393	5.11%	388,797	-4.06%
February	367,683	387,179	5.30%	384,515	-5.85%
March	370,210	386,130	4.30%	358,466	-7.16%
April	369,005	385,997	4.60%	358,493	-7.13%
May	371,839	386,328	3.90%	356,080	-7.83%
June	373,277	385,003	3.14%	352,773	-8.37%
July	373,146	385,103	3.20%	350,423	-9.01%
August	373,813	386,658	3.44%	346,841	-10.30%
September	375,941	384,557	2.29%	345,834	-10.07%
October	377,428	382,537	1.35%	347,784	-9.08%
November	379,315	376,106	-0.85%	349,716	-7.02%

## Average Weekday Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	15,030	16,526	9.96%	14,427	-12.71%
January	15,224	16,557	8.75%	15,203	-8.17%
February	15,698	16,578	5.60%	15,075	-8.07%
March	17,125	16,934	-1.12%	14,523	-14.23%
April	15,562	15,800	1.53%	15,520	-1.77%
May	17,127	16,842	-1.67%	15,784	-6.28%
June	16,610	16,434	-1.06%	15,289	-6.97%
July	13,821	14,002	1.31%	12,713	-8.20%
August	13,291	13,710	3.15%	12,370	-9.78%
September	17,244	17,300	0.33%	16,402	-5.20%
October	16,063	16,225	0.90%	17,025	6.59%
November	17,302	15,364	-11.20%	16,010	4.20%



## MTA Long Island Rail Road

Revenue Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	6,985,089	7,167,781	2.62%	6,859,040	-4.31%
January	5,890,855	6,431,658	9.18%	6,628,268	3.06%
February	5,836,491	6,373,028	9.19%	6,020,679	-5.53%
March	7,031,512	7,102,378	1.01%	6,807,877	-2.88%
April	6,851,960	6,859,130	3.10%	6,961,659	1.51%
May	6,739,212	7,172,588	6.43%	7,112,429	-0.84%
June	7,178,901	7,235,529	0.79%	6,994,737	-3.33%
July	7,042,470	7,289,683	3.51%	7,401,120	1.53%
August	6,837,184	7,482,932	9.44%	7,274,722	-2.78%
September	6,887,995	6,719,248	-2.45%	6,790,701	1.06%
October	6,903,268	6,821,963	-4.07%	7,431,994	12.23%
November	6,815,374	6,807,406	-17.72%	6,666,796	18.89%
12 Month Ave	6,733,359	6,842,217	1.62%	6,920,002	1.14%
Year-to-Date	73,815,222	74,894,543	1.46%	76,180,980	1.72%

## 12 Month Averages

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	6,796,308	6,752,273	-0.65%	6,812,799	0.90%
January	6,766,575	6,797,340	0.45%	6,829,183	0.47%
February	6,768,653	6,842,052	1.08%	6,799,820	-0.62%
March	6,770,683	6,847,957	1.14%	6,782,779	-0.85%
April	6,747,406	6,865,138	1.74%	6,791,408	-1.07%
May	6,747,027	6,901,253	2.29%	6,786,393	-1.66%
June	6,738,623	6,905,972	2.48%	6,766,327	-2.02%
July	6,722,289	6,928,573	3.04%	6,775,613	-2.18%
August	6,698,646	6,980,385	4.19%	6,758,262	-3.18%
September	6,704,129	6,966,323	3.91%	6,764,217	-2.90%
October	6,712,357	6,942,881	3.43%	6,831,719	-1.60%
November	6,733,359	6,842,217	1.62%	6,920,002	1.14%

## Average Weekday Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	279,299	296,869	6.29%	293,968	-0.98%
January	269,444	281,448	4.46%	279,154	-0.82%
February	270,350	281,543	4.14%	280,121	-0.51%
March	273,253	286,263	4.76%	287,601	0.47%
April	278,587	286,139	2.71%	281,100	-1.76%
May	280,553	288,384	2.79%	286,442	-0.67%
June	287,735	300,269	4.36%	302,486	0.74%
July	300,066	300,228	0.05%	293,335	-2.30%
August	266,920	286,121	7.19%	288,390	0.79%
September	288,504	304,976	5.71%	296,361	-2.62%
October	288,692	268,456	-7.01%	289,647	7.89%
November	298,001	243,193	-18.39%	304,762	25.32%

## MTA Metro-North Railroad

## Revenue Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	7,089,300	7,339,230	3.53%	7,009,613	-4.48%
January	6,058,385	6,537,572	7.91%	6,677,133	2.13%
February	5,823,842	6,395,893	9.82%	5,996,007	-6.25%
March	7,067,303	7,145,214	1.10%	6,961,373	-2.57%
April	6,804,593	6,972,024	2.46%	7,106,230	1.92%
May	6,946,860	7,242,998	4.24%	7,198,299	-0.62%
June	7,327,291	7,269,950	-0.78%	7,095,500	-2.40%
July	7,012,229	7,214,301	2.88%	7,300,168	1.19%
August	6,704,764	7,349,146	9.61%	7,132,285	-2.95%
September	6,960,470	6,754,982	-2.95%	6,786,130	0.46%
October	7,042,872	6,778,733	-3.75%	7,383,982	8.93%
November	6,948,147	6,283,202	-9.57%	6,738,100	7.24%
12 Month Ave	6,815,655	6,940,270	1.83%	6,948,733	0.12%
Year-to-Date	74,698,556	75,944,015	1.67%	76,375,187	0.57%

## 12 Month Averages

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	6,757,974	6,836,482	1.16%	6,912,802	1.12%
January	6,758,035	6,876,414	1.75%	6,924,432	0.70%
February	6,769,359	6,924,085	2.29%	6,891,109	-0.48%
March	6,780,117	6,930,578	2.22%	6,875,789	-0.79%
April	6,777,395	6,944,531	2.47%	6,886,972	-0.83%
May	6,795,528	6,969,059	2.55%	6,883,247	-1.23%
June	6,809,625	6,964,280	2.27%	6,868,710	-1.37%
July	6,811,272	6,981,120	2.49%	6,875,866	-1.51%
August	6,793,922	7,034,818	3.55%	6,857,792	-2.52%
September	6,802,908	7,017,694	3.16%	6,860,388	-2.24%
October	6,804,181	6,995,683	2.81%	6,910,825	-1.21%
November	6,815,655	6,940,270	1.83%	6,948,733	0.12%

## Average Weekday Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	280,900	294,479	4.83%	287,219	-2.47%
January	264,246	274,231	3.78%	272,812	-0.52%
February	264,614	275,694	4.19%	271,377	-1.57%
March	273,743	282,429	3.17%	282,708	0.10%
April	280,302	286,303	2.14%	285,330	-0.34%
May	283,162	285,774	0.92%	284,942	-0.29%
June	293,413	296,618	1.09%	298,379	0.59%
July	290,510	290,489	-0.01%	287,876	-0.90%
August	266,109	280,806	5.52%	279,248	-0.56%
September	286,803	291,967	1.87%	287,934	-1.38%
October	288,373	280,443	-9.05%	285,580	9.64%
November	293,791	284,012	-10.14%	292,530	10.80%

## Metropolitan Transportation Authority

November

## East of Hudson

Revenue Passengers						
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change	
December	6,924,466	7,201,122	4.00%	6,901,054	-4.17%	
January	5,916,958	6,407,976	8.30%	6,559,573	2.37%	
February	5,885,834	6,265,036	10.19%	5,883,759	-6.09%	
March	6,896,269	6,994,606	1.43%	6,827,778	-2.39%	
April	6,648,157	6,831,738	2.76%	6,973,347	2.07%	
May	6,788,759	7,094,282	4.50%	7,061,066	-0.47%	
June	7,164,509	7,121,125	-0.61%	6,959,429	-2.27%	
July	6,854,351	7,062,979	3.04%	7,156,528	1.32%	
August	6,551,648	7,192,537	9.78%	6,995,610	-2.74%	
September	6,860,460	6,618,194	-3.53%	6,659,062	0.62%	
October	6,945,233	6,639,905	-4.40%	7,243,522	9.09%	
November	6,851,079	6,211,788	-9.33%	6,814,617	6.48%	
12 Month Ave	6,673,977	6,803,441	1.94%	6,819,612	0.24%	
Year-to-Date	73,163,257	74,440,166	1.75%	74,934,291	0.66%	

12 Month Averages						
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change	
December	6,600,812	6,897,032	1.46%	6,778,435	1.22%	
January	6,600,865	6,737,950	2.08%	6,791,068	0.79%	
February	6,611,670	6,766,217	2.64%	6,759,295	-0.40%	
March	6,622,223	6,794,411	2.60%	6,745,393	-0.72%	
April	6,619,966	6,809,710	2.87%	6,757,193	-0.77%	
May	6,637,299	6,835,170	2.98%	6,754,425	-1.18%	
June	6,651,644	6,831,555	2.70%	6,740,951	-1.33%	
July	6,653,465	6,848,940	2.94%	6,748,747	-1.46%	
August	6,637,166	6,902,348	4.00%	6,732,336	-2.46%	
September	6,651,067	6,882,159	3.47%	6,735,742	-2.13%	
October	6,657,561	6,856,715	2.99%	6,786,043	-1.03%	
November	6,673,977	6,803,441	1.94%	6,819,612	0.24%	

Average Weekday Passengers						
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change	
December	273,395	267,900	5.31%	261,768	-2.12%	
January	256,810	267,748	4.26%	267,204	-0.20%	
February	257,387	269,157	4.58%	265,484	-1.36%	
March	266,296	275,590	3.49%	276,352	0.28%	
April	272,859	279,630	2.48%	279,287	-0.12%	
May	275,544	279,003	1.26%	278,696	-0.11%	
June	286,011	289,538	1.23%	281,596	0.71%	
July	282,628	283,280	0.23%	281,333	-0.69%	
August	258,877	273,982	5.83%	273,031	-0.35%	
September	281,839	284,787	1.05%	281,588	-1.12%	
October	281,728	253,501	-10.02%	279,442	10.23%	
November	288,936	260,337	-9.90%	286,037	9.87%	

## Harlem Line

Revenue Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	2,297,316	2,343,987	2.03%	2,254,289	-3.83%
January	1,976,046	2,127,333	7.71%	2,182,967	2.62%
February	1,913,040	2,075,608	8.50%	1,979,265	-4.64%
March	2,304,100	2,321,334	0.75%	2,262,610	-2.53%
April	2,188,956	2,235,081	2.11%	2,286,518	2.30%
May	2,223,927	2,318,904	4.27%	2,326,618	0.33%
June	2,320,897	2,318,256	-0.11%	2,244,817	-3.18%
July	2,198,107	2,274,018	3.45%	2,330,442	2.48%
August	2,111,456	2,311,944	9.50%	2,234,767	-3.34%
September	2,253,778	2,162,096	-4.07%	2,201,297	1.81%
October	2,283,643	2,180,347	-4.52%	2,436,355	11.74%
November	2,247,234	2,068,664	-7.95%	2,160,739	4.45%
12 Month Ave	2,193,125	2,228,129	1.60%	2,241,707	0.61%
Year-to-Date	24,020,183	24,383,583	1.55%	24,646,193	1.04%

## 12 Month Averages

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	2,185,926	2,197,013	0.51%	2,220,656	1.08%
January	2,184,137	2,209,703	1.17%	2,225,292	0.71%
February	2,187,699	2,223,250	1.63%	2,217,264	-0.27%
March	2,189,099	2,224,687	1.63%	2,212,370	-0.55%
April	2,185,807	2,228,530	1.95%	2,216,656	-0.53%
May	2,190,778	2,236,445	2.08%	2,217,299	-0.88%
June	2,192,501	2,236,225	1.99%	2,211,163	-1.12%
July	2,190,141	2,242,551	2.39%	2,215,865	-1.19%
August	2,184,465	2,259,258	3.42%	2,209,433	-2.21%
September	2,186,431	2,251,618	2.89%	2,212,700	-1.73%
October	2,189,101	2,243,010	2.46%	2,234,034	-0.40%
November	2,193,125	2,228,129	1.60%	2,241,707	0.61%

## Average Weekday Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	91,183	94,527	3.67%	92,943	-1.68%
January	86,168	89,422	3.78%	89,356	-0.07%
February	86,918	89,675	3.17%	89,801	-0.08%
March	89,286	91,890	2.92%	92,083	0.21%
April	90,375	92,081	1.89%	92,051	-0.03%
May	90,816	91,782	1.06%	92,294	0.58%
June	93,237	94,958	1.85%	94,888	-0.07%
July	91,580	92,071	0.53%	92,157	0.09%
August	84,033	88,674	5.52%	87,901	-0.87%
September	93,133	93,799	0.72%	93,473	-0.35%
October	93,197	83,661	-10.23%	94,351	12.78%
November	95,500	87,177	-8.72%	94,175	8.03%

## Metropolitan Transportation Authority

November

## Hudson Line

Revenue Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	1,350,557	1,374,864	1.78%	1,321,710	-3.85%
January	1,159,493	1,228,283	5.93%	1,250,870	1.84%
February	1,108,812	1,201,829	8.39%	1,151,020	-4.23%
March	1,340,022	1,343,474	0.26%	1,316,583	-2.00%
April	1,312,919	1,334,926	1.68%	1,355,099	1.51%
May	1,348,153	1,399,291	3.72%	1,398,805	-0.18%
June	1,408,083	1,394,023	-1.00%	1,370,358	-1.70%
July	1,358,800	1,401,131	3.12%	1,344,284	-4.06%
August	1,297,903	1,433,031	10.41%	1,373,141	-4.18%
September	1,358,616	1,300,945	-4.24%	1,335,036	2.62%
October	1,359,385	1,304,322	-4.05%	1,447,870	11.01%
November	1,332,264	1,190,123	-10.67%	1,280,952	7.63%
12 Month Ave	1,311,332	1,325,504	1.08%	1,328,644	0.24%
Year-to-Date	14,385,430	14,531,378	1.01%	14,822,018	0.62%

## 12 Month Averages

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	1,304,873	1,313,341	0.66%	1,321,091	0.59%
January	1,305,064	1,319,074	1.07%	1,322,973	0.30%
February	1,307,108	1,326,825	1.51%	1,318,739	-0.61%
March	1,308,056	1,327,113	1.46%	1,316,498	-0.80%
April	1,307,797	1,328,947	1.62%	1,318,179	-0.81%
May	1,310,054	1,333,125	1.76%	1,317,972	-1.14%
June	1,312,224	1,331,955	1.50%	1,316,000	-1.20%
July	1,312,045	1,335,482	1.79%	1,311,263	-1.81%
August	1,306,815	1,346,743	3.06%	1,306,272	-3.01%
September	1,309,109	1,341,937	2.51%	1,309,113	-2.45%
October	1,308,964	1,337,349	2.17%	1,321,075	-1.22%
November	1,311,332	1,325,504	1.08%	1,328,644	0.24%

## Average Weekday Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	53,368	55,091	3.23%	54,024	-1.94%
January	50,319	51,340	2.03%	51,024	-0.62%
February	50,296	51,721	2.83%	51,876	0.30%
March	51,763	52,943	2.28%	53,273	0.62%
April	53,787	54,535	1.39%	54,184	-0.63%
May	54,625	54,880	0.47%	54,884	0.01%
June	56,110	56,479	0.66%	57,103	1.10%
July	55,677	55,874	0.35%	52,917	-5.29%
August	51,158	54,403	6.34%	53,433	-1.78%
September	55,594	55,710	0.21%	55,948	0.43%
October	54,963	49,650	-9.67%	55,636	12.06%
November	56,109	49,881	-11.10%	55,262	10.79%

## New Haven Line

Revenue Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	3,276,593	3,482,491	6.28%	3,325,055	-4.52%
January	2,782,420	3,052,360	9.70%	3,125,736	2.40%
February	2,663,982	2,987,601	12.15%	2,753,474	-7.84%
March	3,252,147	3,329,798	2.39%	3,248,585	-2.44%
April	3,146,282	3,261,731	3.67%	3,331,732	2.15%
May	3,215,679	3,376,087	4.99%	3,337,643	-1.14%
June	3,435,549	3,408,846	-0.78%	3,344,454	-1.89%
July	3,297,444	3,387,830	2.74%	3,481,802	2.77%
August	3,142,289	3,447,562	9.71%	3,387,702	-1.74%
September	3,248,066	3,155,153	-2.86%	3,122,729	-1.03%
October	3,302,205	3,155,236	-4.45%	3,359,297	6.47%
November	3,271,581	2,953,001	-9.74%	3,172,926	7.45%
12 Month Ave	3,169,520	3,249,808	2.53%	3,249,261	-0.02%
Year-to-Date	34,757,644	35,515,205	2.18%	35,666,080	0.42%

12 Month Averages					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	3,110,313	3,186,678	2.46%	3,236,688	1.57%
January	3,111,664	3,209,173	3.13%	3,242,803	1.05%
February	3,116,863	3,236,141	3.83%	3,223,292	-0.40%
March	3,125,067	3,242,612	3.76%	3,216,525	-0.80%
April	3,126,362	3,252,233	4.03%	3,222,358	-0.92%
May	3,136,487	3,265,600	4.12%	3,219,154	-1.42%
June	3,146,918	3,263,375	3.70%	3,213,788	-1.52%
July	3,151,280	3,270,907	3.80%	3,221,819	-1.51%
August	3,145,885	3,296,347	4.78%	3,216,631	-2.42%
September	3,153,527	3,288,604	4.26%	3,213,929	-2.27%
October	3,159,496	3,276,356	3.70%	3,230,934	-1.39%
November	3,169,520	3,249,808	2.53%	3,249,261	-0.02%

Average Weekday Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	128,844	138,282	7.33%	134,831	-2.50%
January	120,323	126,986	5.54%	126,825	-0.13%
February	120,153	127,761	6.33%	124,008	-2.94%
March	125,247	130,747	4.39%	130,996	0.19%
April	128,697	133,014	3.35%	133,042	0.02%
May	130,101	132,341	1.72%	131,518	-0.62%
June	136,664	138,101	1.05%	139,605	1.09%
July	135,361	135,335	-0.02%	136,258	0.68%
August	123,686	130,905	5.84%	131,697	0.61%
September	133,112	135,278	1.63%	132,167	-2.30%
October	133,588	120,190	-10.02%	129,455	7.71%
November	137,327	123,279	-10.23%	136,600	10.81%

## Metropolitan Transportation Authority

November

## West of Hudson

Revenue Passengers						
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change	
December	164,834	138,108	-16.21%	108,559	-21.40%	
January	141,427	129,596	-8.37%	117,580	-9.29%	
February	138,008	130,857	-5.18%	112,248	-14.22%	
March	171,034	150,808	-11.94%	133,595	-11.30%	
April	156,436	140,286	-10.32%	132,883	-5.28%	
May	159,901	148,716	-6.99%	137,233	-7.72%	
June	162,782	148,825	-8.57%	136,071	-8.57%	
July	157,878	151,322	-4.15%	143,640	-5.08%	
August	153,116	156,609	2.28%	136,655	-12.74%	
September	100,010	138,788	36.77%	127,088	-7.11%	
October	97,839	138,828	42.18%	140,480	1.18%	
November	97,068	71,414	-26.43%	123,483	72.91%	
12 Month Ave	141,678	136,830	-3.42%	129,121	-5.63%	
Year-to-Date	1,535,299	1,503,849	-2.05%	1,440,896	-4.19%	

12 Month Averages						
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change	
December	157,062	139,451	-11.21%	134,367	-3.65%	
January	157,170	138,465	-11.90%	133,364	-3.68%	
February	157,689	137,869	-12.57%	131,814	-4.39%	
March	157,894	136,167	-13.76%	130,396	-4.24%	
April	157,429	134,821	-14.36%	129,779	-3.74%	
May	158,230	133,889	-15.38%	128,822	-3.78%	
June	157,982	132,726	-15.99%	127,759	-3.74%	
July	157,807	132,179	-16.24%	127,119	-3.83%	
August	158,756	132,470	-15.49%	125,456	-5.29%	
September	151,842	135,535	-10.74%	124,646	-8.03%	
October	146,621	138,968	-5.22%	124,782	-10.21%	
November	141,678	136,830	-3.42%	129,121	-5.63%	

Average Weekday Passengers						
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change	
December	7,505	6,579	-12.34%	5,421	-17.60%	
January	7,436	6,483	-12.82%	5,608	-13.50%	
February	7,247	6,537	-9.80%	5,893	-9.85%	
March	7,447	6,849	-8.03%	6,356	-7.20%	
April	7,443	6,673	-10.35%	6,043	-9.44%	
May	7,618	6,771	-11.12%	6,247	-7.74%	
June	7,402	7,080	-4.35%	6,783	-4.18%	
July	7,884	7,209	-8.56%	6,543	-9.24%	
August	7,232	6,824	-5.64%	6,215	-8.82%	
September	4,764	7,180	50.71%	6,348	-11.62%	
October	4,645	6,942	49.45%	6,118	-11.87%	
November	4,855	3,675	-24.30%	6,493	76.68%	

## Port Jervis Line

Revenue Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	114,571	85,576	-25.31%	67,755	-20.82%
January	96,984	80,570	-16.92%	73,570	-8.69%
February	94,908	81,766	-13.85%	69,549	-14.94%
March	117,095	93,911	-19.80%	82,486	-12.19%
April	108,000	88,819	-17.76%	82,584	-7.04%
May	111,096	93,989	-15.40%	85,089	-9.47%
June	116,786	94,452	-19.12%	83,428	-11.67%
July	110,772	97,178	-12.27%	91,288	-6.06%
August	104,840	100,855	-3.62%	89,188	-11.57%
September	50,582	85,604	69.24%	80,627	-5.81%
October	46,083	87,075	88.91%	86,989	-0.10%
November	46,692	47,613	1.97%	75,366	58.29%
12 Month Ave	93,185	86,451	-7.23%	80,656	-6.70%
Year-to-Date	1,003,648	951,832	-5.16%	900,121	-5.43%

12 Month Averages					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	109,583	90,769	-17.17%	84,966	-6.39%
January	109,435	89,401	-18.31%	84,382	-5.61%
February	109,659	88,306	-19.47%	83,364	-5.60%
March	109,614	86,374	-21.20%	82,410	-4.59%
April	109,134	84,775	-22.32%	81,889	-3.40%
May	109,578	83,350	-23.94%	81,148	-2.64%
June	109,683	81,489	-25.71%	80,229	-1.55%
July	109,610	80,356	-26.69%	79,738	-0.77%
August	108,603	80,040	-26.30%	78,766	-1.59%
September	103,616	82,959	-19.94%	78,351	-5.55%
October	98,248	86,374	-12.09%	78,344	-9.30%
November	93,185	86,451	-7.23%	80,656	-6.70%

Average Weekday Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	5,218	4,077	-21.66%	3,383	-17.02%
January	5,098	4,031	-20.93%	3,511	-12.90%
February	4,981	4,084	-18.01%	3,848	-10.67%
March	5,100	4,271	-16.25%	3,922	-8.16%
April	5,138	4,224	-17.79%	3,755	-11.10%
May	5,293	4,280	-19.14%	3,874	-9.48%
June	5,311	4,493	-15.40%	4,158	-7.47%
July	5,531	4,630	-16.29%	4,159	-10.18%
August	5,037	4,396	-12.73%	4,058	-7.72%
September	2,409	4,491	86.43%	4,026	-10.35%
October	2,192	4,354	98.63%	3,790	-12.95%
November	2,336	2,455	5.09%	3,963	61.43%



## Pascack Valley Line

## Revenue Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	50,263	52,532	4.51%	40,804	-22.33%
January	44,443	49,026	10.31%	43,990	-10.27%
February	43,100	49,091	13.90%	42,699	-13.02%
March	53,939	56,897	5.11%	51,129	-9.82%
April	48,436	51,467	6.26%	50,319	-2.23%
May	48,805	54,727	12.13%	52,144	-4.72%
June	45,986	54,373	18.21%	52,645	-3.18%
July	47,106	54,144	14.94%	52,352	-3.31%
August	48,478	55,754	15.01%	47,467	-14.86%
September	49,428	51,164	3.55%	46,441	-9.27%
October	51,546	51,753	0.40%	53,471	3.32%
November	50,376	23,801	-52.75%	48,118	102.17%
12 Month Ave	48,493	50,379	3.89%	48,465	-3.80%
Year-to-Date	531,651	552,017	3.83%	540,775	-2.04%

## 12 Month Averages

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	47,479	48,682	2.53%	49,402	1.48%
January	47,736	49,064	2.78%	48,982	-0.17%
February	48,030	49,563	3.19%	48,449	-2.25%
March	48,280	49,793	3.13%	47,985	-3.63%
April	48,295	50,046	3.63%	47,890	-4.31%
May	48,652	50,539	3.88%	47,675	-5.67%
June	48,298	51,237	6.08%	47,531	-7.23%
July	48,197	51,824	7.52%	47,381	-8.57%
August	48,153	52,430	8.88%	46,691	-10.95%
September	48,226	52,576	9.02%	46,295	-11.95%
October	48,372	52,594	8.73%	46,439	-11.70%
November	48,493	50,379	3.89%	48,465	-3.80%

## Average Weekday Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	2,287	2,502	9.40%	2,038	-18.55%
January	2,338	2,452	4.88%	2,097	-14.48%
February	2,268	2,453	8.25%	2,245	-8.48%
March	2,347	2,578	9.84%	2,433	-5.61%
April	2,305	2,449	6.25%	2,288	-6.58%
May	2,325	2,491	7.14%	2,372	-4.77%
June	2,091	2,587	23.72%	2,625	1.49%
July	2,353	2,579	9.60%	2,384	-7.56%
August	2,195	2,428	10.62%	2,159	-11.08%
September	2,355	2,689	14.18%	2,320	-13.72%
October	2,453	2,588	5.50%	2,328	-10.05%
November	2,519	1,220	-51.57%	2,530	107.38%

## MTA Bridges &amp; Tunnels

Revenue Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	22,869,330	23,885,382	3.03%	23,355,282	-1.31%
January	20,408,730	21,776,550	6.70%	22,290,223	2.36%
February	20,176,144	21,280,142	5.47%	19,831,970	-6.81%
March	23,928,232	23,927,645	0.00%	23,376,021	-2.31%
April	23,593,365	23,651,425	0.25%	23,638,588	-0.05%
May	25,144,889	25,192,764	0.19%	25,045,252	-0.59%
June	25,289,003	25,233,363	-0.22%	24,736,988	-1.96%
July	25,490,788	24,887,622	-2.37%	24,886,530	0.00%
August	24,253,530	25,689,824	5.84%	25,638,590	-0.13%
September	23,978,096	23,763,047	-0.89%	23,816,555	0.23%
October	24,135,980	22,928,321	-5.00%	25,056,350	9.28%
November	23,443,442	20,945,342	-10.66%	23,178,130	10.65%
12 Month Ave	23,567,461	23,576,786	0.04%	23,737,538	0.68%
Year-to-Date	259,840,199	259,256,045	-0.22%	261,495,197	0.66%

12 Month Averages					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	24,309,519	23,625,485	-2.81%	23,550,942	-0.32%
January	24,149,337	23,739,450	-1.70%	23,593,748	-0.61%
February	24,235,073	23,831,450	-1.67%	23,473,067	-1.50%
March	24,188,313	23,831,401	-1.48%	23,427,099	-1.70%
April	24,106,894	23,836,239	-1.12%	23,426,029	-1.72%
May	24,037,229	23,840,229	-0.82%	23,413,736	-1.79%
June	23,983,224	23,835,592	-0.62%	23,372,538	-1.94%
July	23,942,313	23,785,328	-0.68%	23,372,447	-1.74%
August	23,779,919	23,903,353	0.52%	23,369,678	-2.23%
September	23,726,452	23,865,599	0.67%	23,374,304	-2.14%
October	23,815,230	23,784,961	0.72%	23,551,639	-0.98%
November	23,567,461	23,576,786	0.04%	23,737,538	0.68%

Average Weekday Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
December	764,702	793,943	3.82%	802,287	1.05%
January	682,304	748,115	9.65%	755,080	0.93%
February	750,861	768,649	2.37%	765,137	-0.46%
March	788,941	797,238	1.05%	776,880	-2.55%
April	812,864	808,640	-0.52%	801,771	-0.85%
May	833,621	831,734	-0.23%	834,831	0.37%
June	855,894	853,960	-0.23%	838,525	-1.81%
July	863,553	829,552	-2.81%	824,594	-0.60%
August	832,806	842,278	1.14%	837,517	-0.57%
September	823,591	821,457	-0.26%	812,387	-1.10%
October	801,028	738,273	-8.08%	818,042	11.11%
November	801,634	725,399	-9.51%	802,582	10.64%

# Fuel Hedge Program

## Current Hedge Activity

Ultra Low Sulfur Diesel Hedges				Natural Gas Hedge			
Start	End	Lock in	Gallons	Start	End	Lock in	MMBtus
		Price/Gal	Hedged/Mn			Price/MMBtu	Hedged/Mn
Aug-2012	Jan-2014	\$2.696	154,550				
Sep-2012	Feb-2014	\$2.915	127,692				
Oct-2012	Mar-2014	\$3.057	129,030				
Dec-2012	Oct-2014	\$2.890	367,758				
Jun-2013	Nov-2014	\$2.942	543,934				*
Dec-2013	Dec-2014	\$2.871	428,273				*
Jan-2014	Jan-2015	\$2.899	381,159				*
Jan-2014	Jan-2015	\$2.940	288,280				*
Mar-2014	Mar-2015	\$2.883	259,403				*
May-2013	Mar-2015	\$2.770	180,270				*
May-2013	Mar-2015	\$2.770	180,270				*
May-2014	Apr-2015	\$2.814	228,094				*
Jun-2014	Jul-2015	\$2.826	465,582				*
Aug-2014	Aug-2015	\$2.824	229,883				*
Sep-2014	Sep-2015	\$2.822	420,968				*
Nov-2014	Oct-2015	\$2.787	228,375				*

	Diesel Fuel			Natural Gas		
	2014	2015	2016	2014	2015	2016
2013 November Plan	\$2.89	\$2.78	\$2.81	\$3.98	\$4.16	\$4.28

## Annual Impact as of January 14, 2014

	(\$ in millions)		
	<u>2014</u>	<u>2015</u>	<u>2016</u>
<b><u>Ultra Low Sulfur Diesel</u></b>			
Current Prices vs. November Plan	(\$0.209)	\$0.000	\$0.000
Impact of Hedge	<u>(1.386)</u>	<u>(0.922)</u>	<u>0.000</u>
Net Impact: Fav/(Unfav)	(\$1.595)	(\$0.922)	\$0.000
<b><u>Compressed Natural Gas</u></b>			
Current Prices vs. November Plan	(\$5.472)	(\$0.153)	\$1.894
Impact of Hedge	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>
Net Impact: Fav/(Unfav)	(\$5.472)	(\$0.153)	\$1.894
<b><u>Summary</u></b>			
Current Prices vs. November Plan	(\$5.681)	(\$0.153)	\$1.894
Impact of Hedge	<u>(1.386)</u>	<u>(0.922)</u>	<u>0.000</u>
Net Impact: Fav/(Unfav)	(\$7.066)	(\$1.075)	\$1.894

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

**JANUARY 2014**  
**MTA REAL ESTATE**  
**FINANCE COMMITTEE AGENDA ITEMS**

**1. ACTION ITEMS**

**MTA NEW YORK CITY TRANSIT**

- a. License agreement with Metropolitan Fiber Systems of New York, Inc. for the continued operation and maintenance of an existing fiber optic cable facility running through the Lexington Avenue tunnel from Manhattan to Brooklyn

**MTA LONG ISLAND RAIL ROAD**

- b. Determination and Findings of Public Hearing for the acquisition of 40-36 Main Street, Flushing, Queens, New York.
- c. Disposition of Excess LIRR Property identified as Block 2994 Lot 9, in Brooklyn, New York, to James Ruggiero
- d. Lease Agreement with Merrick Newsstand Inc. for the operation of a newsstand at the Merrick Station, Merrick, New York

**METROPOLITAN TRANSPORTATION AUTHORITY**

- e. Lease with 1-10 Industry Associates L.L.C. for warehouse and archival storage space at 882 Third Avenue, Sunset Park, Brooklyn to be used by the Transit Museum and NYCT's Capital Project Management Group

**2. INFORMATION ITEMS**

- a. Status report on month-to-month licenses
- b. Status report on Grand Central Terminal Vanderbilt Hall events
- c. Status report on Grand Central Terminal Graybar Passage retail kiosks
- d. Lease agreement with Nisat Baby (or corporation to be formed) for the operation of two newsstands at 50th Street, Seventh Avenue/Broadway Line, Manhattan

<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 <b>LICENSE AGREEMENT</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JEFFREY B. ROSEN</b>
Department Head Signature
Project Manager Name <b>GEORGE MCDONALD</b>

Date <b>JANUARY 27, 2014</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	1/27/14	X		
2	Board	1/29/14	X		

Internal Approvals			
Order	Approval	Order	Approval
		1	Legal <i>[Signature]</i>
3	Chief of Staff <i>[Signature]</i>		
2	Chief Financial Officer <i>[Signature]</i>		

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

LICENSEE: Metropolitan Fiber Systems of New York, Inc. ("MFS")

LOCATION: Running through NYCT's Lexington Avenue tunnel and along its approaches from NYCT's Bowling Green station in Manhattan to NYCT's Borough Hall station in Brooklyn

ACTIVITY: Non-exclusive license of conduit for an existing 144-strand fiber optic cable

ACTION REQUESTED: Approval of terms

TERM: Ten years, with two 5-year renewal options, subject to termination at will by MTA on 60 days' notice

SPACE: Approximately 10,700 linear feet

COMPENSATION: \$413,769.00 for the first license year, with annual increases based on CPI


## COMMENTS

Currently, MFS owns, operates and maintains one 144-strand fiber optic cable that runs approximately 10,700 linear feet through NYCT's Lexington Avenue tunnel and along its approaches from Manhattan to Brooklyn. The installation was made pursuant to a license agreement that recently expired. MFS has requested a new license agreement for the continued occupancy of the Lexington Avenue tunnel.

In accordance with MTA Real Estate's licensing guidelines, this license was not offered by RFP because the occupancy is non-exclusive, space is available to other parties, and the license is terminable at will by MTA upon not less than 60 days' notice. The proposed compensation reflects market value for the 144-strand fiber optic cable installation, as determined based on a comparative utility rate analysis conducted by an independent consultant.


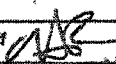

Based on the foregoing, MTA Real Estate requests authorization to enter into a license agreement with MFS on the above-described terms and conditions.

# **MTA LONG ISLAND RAIL ROAD**

Subject <b>EMINENT DOMAIN DETERMINATION &amp; FINDINGS</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JEFFREY B. ROSEN</b>
Department Head Signature 
Project Manager Name <b>JOHN COYNE</b>

Date <b>JANUARY 27, 2014</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	01/27/14	X		
2	Board	01/29/14	X		

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

AGENCY: The Long Island Rail Road Company ("LIRR")

LOCATION: 40-36 Main Street, Flushing, New York (Queens Tax Block 5037 Lot 57)

ACTION REQUESTED: Approval of Determination and Findings under the New York Eminent Domain Procedure Law to acquire the above-listed property to construct a new entrance to the Flushing Main Street Station as part of LIRR's Flushing Main Street Station Improvements Project

**COMMENTS:**

In connection with LIRR's Flushing Main Street Station Improvements Project (the "Project"), Board approval is sought to acquire the property located at 40-36 Main Street in Flushing, New York, (Queens Tax Block 5037 Lot 57, the "Property"). The Property is directly north of the LIRR bridge overpass structure and is improved with a one story commercial building approximately 25' x 100' in size that currently is occupied by Ou Jiang City Supermarket. LIRR requires the Property to install and permanently maintain a new elevator that will serve the Manhattan-bound train platform and will be accessible from the west side of Main Street. In order to install this elevator, the existing building on the Property will be demolished. This will require permanent displacement of the supermarket. Acquisition of the Property for this purpose also will enhance LIRR's presence on busy Main Street and provide a safer, more visible entry point for westbound customers than the current entrance in an alley off of 40<sup>th</sup> Road.

On October 28, 2013, the MTA held a public hearing under the New York Eminent Domain Procedure Law ("EDPL") to review the Project's location, public uses, benefits, purposes, and community impacts and to give the public an opportunity to comment on the Project and the proposed property acquisition. As required by law, a notice of the hearing was published in newspapers and sent by certified mail to the Property's owner.

Following a presentation by the MTA's hearing officer, four speakers made statements. MTA received no written comments prior or subsequent to the hearing. The four comments, all in support of the Project, are summarized as follows:

1. A representative of Congresswoman Grace Meng read a statement on behalf of the Congresswoman strongly supporting the Project and congratulating LIRR and MTA for moving it forward.
2. A member of the public urged speedy commencement of the Project and opined that the building on the Property was not architecturally significant and that the supermarket was similar to several others in the neighborhood.
3. Another member of the public stated that the Project would benefit disabled LIRR customers in Flushing who currently have to travel to the Broadway Station for the nearest ADA accessible station.

# Staff Summary



Metropolitan Transportation Authority

## FINANCE COMMITTEE MEETING

### Eminent Domain Determinations and Findings (Cont'd.)

Page 2 of 5

4. Peter Koo, New York City Council Member, 20th District, Queens, stated that he has long advocated the Station's renovation, is pleased that the Project is moving forward, and asked MTA to provide fair compensation to the Property owner and the supermarket tenant that will be displaced.

Both before and after the EDPL public hearing, MTA and LIRR staff have been in contact with the owner of the Property and members of the public to discuss the Project and will continue to work with the affected owner and occupant to address their concerns and mitigate impacts as much as is reasonably possible. MTA Legal and MTA Real Estate will also endeavor to reach a negotiated agreement to purchase the Property in lieu of using eminent domain.

After due consideration of all statements and comments received during the EDPL public hearing comment period, MTA staff recommends Board approval of the acquisition of the Property, by eminent domain if necessary, and approval of the attached Determination and Findings that are legally required under the EDPL.

## **ATTACHMENT**

### **DETERMINATION AND FINDINGS PURSUANT TO ARTICLE 2 OF THE NEW YORK EMINENT DOMAIN PROCEDURE LAW**

#### **LIRR's FLUSHING MAIN STREET IMPROVEMENTS PROJECT (New Station Elevator serving the Manhattan-Bound Platform)**

**On the proposed acquisition of the property located at  
40-36 Main Street, Flushing, NY (a/k/a Queens Tax Block 5037, Lot 57)**

In accordance with Section 204 of the New York Eminent Domain Procedure Law ("EDPL"), the Board of the Metropolitan Transportation Authority ("MTA") hereby approves the acquisition of property interests described below by eminent domain, if necessary, and adopts the following statutory findings:

#### **1. EDPL Public Hearing.**

On October 28, 2013, on prior notice duly given to the public and the affected property owner, MTA held an EDPL public hearing to inform the public and to receive the public's comments on the proposed acquisition of the property located at 40-36 Main Street in Flushing, Queens, New York (the "Property") to support LIRR's Flushing Main Street Improvements Project (the "Project"). All oral and written comments received during the public comment period have been reviewed, made part of the record, and given due consideration.

#### **2. Location and Nature of Property Interests.**

The Property to be acquired is located at 40-36 Main Street, Flushing, New York, in Queens Tax Block 5037 Lot 57. It is directly north of the LIRR bridge overpass structure. The Property is improved with a one story commercial building that is approximately 25' x 100' in size and currently is occupied by Ou Jiang City Supermarket. The Property is required to install and permanently maintain and operate a new elevator that will serve the Manhattan-bound train platform and will be accessible from the west side of Main Street. In order to install this elevator, the existing building on the Property will be demolished. This will require permanent displacement of all occupants in the building.

#### **3. Public Use and Public Benefits.**

The Project in its entirety will include installation of one elevator to serve the eastbound platform of the LIRR Flushing Main Street Station (the "Station") and one elevator to serve the westbound, Manhattan-bound Station platform. These new elevators will conform to the accessibility standards set by the Americans with Disabilities Act, also known as the "ADA". The Project will include a new ticket office on Main Street, and new canopies, stairs, platform railings, platform lighting, and tactile warning strips on platform edges. The existing platform lighting fixtures and platform railings were installed in 1987 and replacing them with modern equipment will improve safety at the Station.

The Project will enhance LIRR's presence on Main Street and result in greater and more convenient accessibility to the Station. The ticket office will be more accessible to both the eastbound and westbound customers, and customers will have an improved ability to circulate between platforms. The westbound platform will have 2 means of egress to accommodate customers arriving via College Point Boulevard and 40th Road, and the Station's presence and visibility on the west side of Main Street will be more pronounced, making the Station easier for customers to locate and navigate.

#### **4. Reasons for Selecting the Location of Property Interests Needed for the Project.**

Access to the Station platform on the Manhattan-bound side is currently limited to a narrow staircase accessed by a narrow alleyway off 40th Road. LIRR originally considered constructing the ADA elevator for the Manhattan-bound platform at that location. That plan would result in a number of constructability challenges and less than desirable consequences.

Among other things, it would require LIRR to construct a structural steel overpass to connect the westbound and eastbound elevator towers to allow for safe and adequate passage of customers between the 2 platforms. The overpass structure would be assembled and erected from the adjacent municipal parking lot directly south of the LIRR right-of-way. A large crane would need to be assembled on site by a smaller crane in order to construct and erect the 83' long overpass, and based on the size of the crane and radius required, LIRR's contractor would need to secure half of the municipal parking lot area during construction. LIRR also would require permission from the adjacent property owners to lift the structure over their roofline in order to swing it into place because both 40th Road and the alleyway are too narrow to completely accommodate the overhead crane. Finally, this option would require LIRR to coordinate with the New York City Parks Department and Department of Transportation to acquire space further west of the Project site on the north side of the right-of-way to construct temporary stairs for customer access to the platforms during construction.

Locating the elevator at 40-36 Main Street is a preferable option because it will provide a safer, more visible entry point for Manhattan-bound LIRR customers than the current entrance in the alley off of 40th Road. By constructing the elevator there, an overpass no longer will be required for safe circulation and crossover between platforms because both station platform access points will be in close proximity of each other and will be easily accessed along the Main Street sidewalk. Construction and future maintenance and security monitoring costs associated with the additional overpass level and supporting structures and platform extensions will be eliminated, as well as the visual impacts of an overpass from Main Street. More importantly, eliminating the overpass and rerouting circulation to the street level will provide customers with more convenient access for circulation between platforms and provide a more convenient and accessible route for ADA customers.

#### **5. Displacement and Relocation.**

In order to install the elevator for the westbound platform, the existing building on the Property will be demolished. This will require permanent displacement of all occupants in the building. The Property is currently occupied by the Ou Jiang City supermarket. MTA will provide relocation assistance to all eligible occupants who are displaced by the LIRR's acquisition of the Property.

#### **6. General Effects of the Project on the Environment and Residents of the Local Community.**

This Project is exempt from the State Environmental Quality Review Act under Section 1266(11) of the Public Authorities Law because it involves an insubstantial addition to an existing transportation use. Nonetheless, LIRR will construct the Project in a manner that will mitigate its impacts on the local community.

Construction Impacts: At the start of the Project, a construction barricade wall approximately 8 feet high will be erected between the sidewalk and the LIRR property on the west side of Main Street. This barricade will extend approximately 3 feet onto the sidewalk, but a minimum sidewalk width of 5 feet will be provided at all times, allowing sufficient space for continued pedestrian use.

Behind this barricade, LIRR will demolish the existing structure at 40-36 Main Street, install one ADA elevator on both the westbound and eastbound platforms, and will construct a new stairway at both the westbound and eastbound platforms. The existing stairway to the westbound platform at 40th Road also will be refurbished.

On the platform level, both the westbound and eastbound platforms will be extended in order to accommodate the new elevators. New railings will be installed, along with LED lighting that will be brighter and more contained than the existing lighting.

Demolition of the building at 40-36 Main Street will involve removing a substantial quantity of construction debris from the site, which will be accomplished using trucks. Any asbestos or lead paint abatement work that may be encountered in the course of the demolition will be performed in accordance with all applicable standards and regulatory requirements.

As with all construction on this Project, the LIRR will monitor noise, vibration, and air quality to ensure that all applicable performance standards are met by its contractors.

**Pedestrian and Traffic Impacts:** Because substantially all of the work associated with this Project will be done behind a barricade, LIRR anticipates minimal pedestrian and traffic impacts. The only anticipated disruptions to pedestrian and traffic flow will occur during the brief periods of time during which materials are delivered to and debris is removed from the site. At such times LIRR and its contractor will ensure that appropriate mitigation measures are taken. Because the elevator towers that will be installed as part of this Project will be fabricated off-site, LIRR anticipates minimal construction impacts associated with their delivery and installation.

**Land Use Impacts:** The new elevators will introduce new visual elements on the west side of Main Street, but care has been taken in the design to ensure that the new structures are similar to other common features of Downtown Flushing's streetscape and will not be incongruous to the visual environment.

**Displacement and Relocation:** Acquisition of 40-36 Main Street will result in the permanent displacement of all occupants. Currently, the site is occupied by Ou Jiang City Supermarket. To mitigate the impact of displacement, MTA will provide relocation assistance to all eligible occupants in accordance with the New York State law.

**Socio-Economic Impacts:** LIRR does not anticipate that any other businesses or individuals will experience adverse socio-economic impacts as a result of the construction activities associated with this Project. LIRR has and will continue to employ its community outreach program to keep the neighborhood and its elected representatives informed about construction activities taking place.

MTA will continue to employ its community outreach program throughout construction to keep the affected neighborhood informed about construction activities taking place.

**ANYONE SEEKING JUDICIAL REVIEW OF THE ABOVE DETERMINATION AND FINDINGS MUST COMMENCE LEGAL ACTION IN ACCORDANCE WITH EDPL § 207 NO LATER THAN 30 DAYS AFTER MTA COMPLETES ITS TWO-DAY PUBLICATION OF THIS DOCUMENT, OR A SYNOPSIS THEREOF.**

# Staff Summary



Metropolitan Transportation Authority

Page 1 of 2

Subject <b>DISPOSITION OF LIRR EXCESS PROPERTY</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JEFFREY B. ROSEN</b>
Department Head Signature 
Project Manager Name <b>JOHN COYNE</b>

Date <b>JANUARY 27, 2014</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	1/27/14	X		
2	Board	1/29/14	X		

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

AGENCY: MTA Long Island Rail Road ("LIRR")

PURCHASER: James Ruggiero

LOCATION: Block 2994, Lot 9, Brooklyn, New York (the "Property")

ACTIVITY: Sale of fee interest

ACTION REQUESTED: Approval of terms

SPACE: Approximately 30,000 square feet

COMPENSATION: \$310,000.00

## COMMENTS:

The Property is a remnant of the former LIRR Evergreen Branch. Train service on the Evergreen Branch was discontinued in the 1970's and most of the right-of-way was subsequently sold off to private parties. The Property, however, was never sold. It has been deemed surplus by LIRR, and was offered for sale via a request for proposals ("RFP") issued in 2012.

After the RFP was released, the owner of an adjoining property, which has an encroaching use on the Property, commenced an action against MTA seeking title to the Property by adverse possession, and filed a notice of pendency on the Property (the "Action"). MTA filed a motion to dismiss the action, pending determination of which the two proposals received in response to the RFP (\$900,000 from Steven Hon, another adjacent owner, and \$250,000 from James Ruggiero, a third adjacent owner) were held in abeyance.

Subsequent to the RFP's deadline, the court denied MTA's motion to dismiss. In an effort to avoid the risks and costs of continuing the legal action, the RFP was modified to condition the sale of the Property on the successful purchaser stepping into MTA's position regarding the Action, which would require the purchaser to assume and defend the Action and indemnify MTA from any and all costs, claims, losses liabilities and expenses arising from the Action or any other action or proceeding relating to title to the Property.

In response to this modification, Steven Hon withdrew his proposal, stating that he was interested only in acquiring title to the Property free and clear of any encumbrances, including the Action. James Ruggiero, however, offered to purchase the Property, subject to the Action, for \$310,000, which equals estimated fair market value for LIRR's interest taking into account the risks to title presented by the pending Action.



# Staff Summary

## FINANCE COMMITTEE MEETING

### Disposition of LIRR Excess Property (Cont'd.)

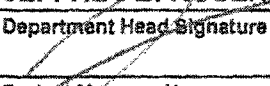
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Metropolitan Transportation Authority




Based on the foregoing and an assessment of potential litigation prospects and costs, MTA Real Estate and MTA Legal jointly recommend entering into a contract to sell the Property to James Ruggiero on the above-described terms and conditions.

# Staff Summary

Subject <b>LEASE AGREEMENT</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JEFFREY B. ROSEN</b>
Department Head Signature 
Project Manager Name <b>ROBERT GOLDBERG</b>

Date <b>JANUARY 27, 2014</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	01/27/14	X		
2	Board	01/27/14	X		

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

AGENCY: MTA Long Island Rail Road ("LIRR")  
 LESSEE: Merrick Newsstand Inc.  
 LOCATION: Merrick Station, Merrick, New York  
 ACTIVITY: Newsstand  
 ACTION REQUESTED: Approval of Terms  
 TERM: 10 Years  
 SPACE: Approximately 60 square feet  
 COMPENSATION: Base Rent as follows:

Year	Annual	Monthly	Annual Increase	Per sq.ft.
1	\$21,000.00	\$1,750.00		\$350.00
2	\$21,630.00	\$1,802.50	3%	\$360.50
3	\$22,278.00	\$1,856.50	3%	\$371.30
4	\$22,947.00	\$1,912.25	3%	\$382.45
5	\$23,635.00	\$1,969.58	3%	\$393.92
6	\$24,345.00	\$2,028.75	3%	\$405.75
7	\$25,075.00	\$2,089.58	3%	\$417.92
8	\$25,827.00	\$2,152.25	3%	\$430.45
9	\$26,602.00	\$2,216.83	3%	\$443.37
10	\$27,400.00	\$2,283.33	3%	\$456.67

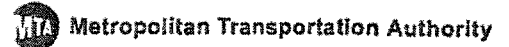
SECURITY: Three months minimum rent plus guaranty of Shahid Haroon (limited to six month's rent after vacating of premises)

## COMMENTS:

MTA RED recently issued a request for proposals for the Merrick Station newsstand, and received two proposals. Merrick Newsstand Inc., whose principal is Shahid Haroon, submitted a proposal with an NPV of \$151,308.73, calculated at a 9% discount rate, for a ten year term. Mr. Haroon proposes significant improvements to the newsstand, at an estimated cost

## Staff Summary

### FINANCE COMMITTEE MEETING Merrick Newsstand Inc. (Cont'd.)



Page 2 of 2

of \$55,000. The other proposal was submitted by Newsstation, Inc., which offered only \$10,235.86 on a present value basis, again calculated at 9% for the ten year term. The rent offered by Mr. Haroon approximates the fair market value of the property as estimated by MTA RED's independent consultant. Mr. Haroon is the successful licensee and operator of the LIRR's Rockville Centre Station newsstand and its Great Neck Station newsstand and has the resources to complete the required improvements.

Based on the foregoing, MTA RED requests authorization to enter into a lease agreement with Shahid Haroon based on the terms described above.

# **METROPOLITAN TRANSPORTATION AUTHORITY**

# Staff Summary



Metropolitan Transportation Authority

Page 1 of 3

Subject <b>LEASE AGREEMENT</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JEFFREY B. ROSEN</b>
Department Head Signature
Project Manager Name <b>ANDREW GREENBERG</b>

Date <b>January 27, 2014</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	01/27/14	X		
2	Board	01/29/14	X		

Internal Approvals			
Order	Approval	Order	Approval
		1	Legal <i>[Signature]</i>
3	Chief of Staff <i>[Signature]</i>		
2	Chief Financial Officer <i>[Signature]</i>		

AGENCY/TENANT: New York City Transit Museum (Museum") & New York City Transit ("NYCT")

LANDLORD: 1-10 Industry Associates L.L.C. (an affiliate of Jamestown Properties Corp.)

LOCATION: Bush Terminal a.k.a. Industry City – 882 Third Avenue, Brooklyn, NY (the "Building").

ACTIVITY: New lease for warehouse and archival storage space to be used by the Museum and NYCT's Capital Project Management Group ("CPM").

ACTION REQUESTED: Approval of terms.

LEASED PREMISES: Approximately 27,433 rentable square feet ("RSF") comprising a portion of the fourth floor of the Building, to be allocated as follows:

User	RSF	USF
-Museum	20,355	16,378
-NYCT CPM	7,078	5,696
TOTAL	27,433	22,074

LANDLORD WORK: Landlord to provide at its own cost a turnkey installation, encompassing required "tenant improvements" as well as improvements to base building, based on final construction and engineering drawings that are to be prepared by Landlord at Landlord's cost and consistent with preliminary plans and specifications heretofore provided to Landlord by NYCT.

Landlord will contribute \$20.00 per rentable square foot towards the cost of such installation.

POSSESSION/RENT COMMENCEMENT: Possession upon substantial completion of Landlord's Work. Rent commencement 90 days following Possession.

INITIAL TERM: 10 years from Possession.

RENEWAL TERM: One 5-year extension at Tenant's option.

# Staff Summary

## FINANCE COMMITTEE MEETING Liberty View (Cont'd.)

ANNUAL BASE RENT:	<u>Initial Term</u>	<u>Annual Rent</u>	<u>Rent per sq. ft.</u>
	Years 1-5	\$521,227.00	\$19.00
	Years 6-10	\$603,526.00	\$22.00
	<u>Renewal Terms</u>	95% of fair market value taking into account tax and operating expense escalations and all other relevant factors.	
Years 11-15			
REAL PROPERTY TAX ESCALATION:	Tenant to pay its proportionate share of increases in taxes over the base fiscal year 2014/15. However, no such escalation amount will accrue or be payable until the first anniversary of Possession.		
OPERATING EXPENSE ESCALATION:	Tenant to pay its proportionate share of increases in base building operating expenses over a calendar 2014 base year. However, no such escalation amount will accrue or be payable until the first anniversary of Possession.		
UTILITIES:	Tenant will be responsible for the cost of the electricity it uses in the Leased Premises as measured by submeter with a 3% mark-up at Con Edison's SC 9 Rate1.		
PARKING:	Tenant will receive four complimentary parking spaces in the Building's parking lot.		
SERVICES:	Heating (during normal business hours), building security and automatic freight elevator services (during normal business hours) will be provided by Landlord at no extra cost. At Tenant's option, Landlord will provide cleaning services at Tenant's expense (based on Landlord's actual cost without mark-up).		
MAINTENANCE & REPAIR:	At its sole cost and expense, Landlord will be responsible for maintenance and repair of building common areas, common building systems and structural components.		
	Tenant will be responsible for maintenance and repair of air-conditioning equipment, rooftop equipment and emergency power generating equipment installed at Tenant's behest, and for non-structural repairs within the Leased Premises. Landlord will provide any maintenance, repairs or alterations that tenant requests at Landlord's actual cost and Tenant's expense without offset.		
SECURITY DEPOSIT:	None		

### COMMENTS:

As previously reported to and discussed with the Finance Committee (and for the reasons set forth at length in a written report presented to the Finance Committee at its April 2011 meeting, as updated by a progress report presented to the Finance Committee at its March 2013 meeting), MTA Real Estate, with the assistance of Cushman & Wakefield ("C&W"), TPG Architecture ("TPG") and various other departments of the MTA and its operating agencies, has devised, and been working to refine and implement, a plan to relocate Metro-North, MTA Police Department and MTA headquarters personnel and equipment from the MTA's properties at 341-347 Madison Avenue (the "Madison Avenue Properties"), and then dispose of the Madison Avenue Properties for redevelopment. Such redevelopment will avoid the costs of remedying years of deferred maintenance while unlocking the asset value of the underlying development site. MTA management has targeted the end of 2014 for the delivery of vacant possession of the Madison Avenue Properties to a developer.

# Staff Summary

## FINANCE COMMITTEE MEETING Liberty View (Cont'd.)



Page 3 of 4

The plan envisions that MTA headquarters personnel will be relocated to the MTA's office building at 2 Broadway, following a re-stacking and densification of that building. However, to accomplish such re-stacking it will first be necessary to relocate the Museum's archival storage space, which is currently located on the 20th floor at 2 Broadway.

With C&W's help, the Museum and MTA Real Estate developed an initial space program (which set forth various adjacency, security and environmental requirements with respect to the various elements of the Museum's collection) and then considered a variety of potential solutions, including leasing space in a specialized fine art storage facility and adapting existing warehouse facilities within the MTA portfolio. However, it became evident that the cost of maintaining the collection in available commercial fine art storage facilities would be prohibitive and that, due to the specific environmental requirements for archival storage, there was nothing suitable within the MTA portfolio. Accordingly, it was determined that renting and upgrading new space in a suitably secure conventional warehouse facility would be the most cost-effective solution. Given the Museum's need to locate its archives within reasonably close proximity to the Museum's exhibition facility and additional storage facilities in downtown Brooklyn, and the need for good access to public transportation to facilitate employee and visitor access to the facility, it was determined that a location in Brooklyn would be most suitable, although Long Island City would also be considered.

Following a comprehensive survey by C&W of available space, encompassing in excess of 40 properties in Brooklyn and Long Island City, three suitable buildings were identified in Sunset Park -- the Building, 850 Third Avenue and 630 Flushing Avenue. A detailed request for proposals was sent out to the owners of all three buildings, to which only the Building responded. Subsequently, however the MTA's requirement increased due to the impact of Superstorm Sandy on other MTA facilities, whereupon MTA Real Estate issued an amended request for proposals to which only the owner of 850 Third Avenue responded. On the strength of such response, in July, 2013 the MTA Board approved a proposal to lease space in 850 Third Avenue, Brooklyn. Unfortunately, the owners of 850 Third Ave. proved unable to perform, so that MTA Real Estate was obligated to re-open its search for suitable space. Upon re-canvassing by C&W, it was determined that the Building is being repositioned under new, well capitalized ownership and that suitable space is now available in the Building on the foregoing terms, which reflect the current fair market value of the Leased Premises.

The rent payable under the lease will be apportioned among the Museum and CPM for MTA's internal accounting purposes based on their respective fit-out requirements and not just the amount of space they occupy. The Landlord has agreed to provide a turnkey installation; the first \$20 per rentable square foot of the cost (exclusive of Base Building Work) will be borne by Landlord and the balance will be Tenant's responsibility. Landlord has provided Tenant with a gross maximum price of \$2,424,870 for the alterations and improvements, based on preliminary plans and specifications provided by Tenant that will be incorporated into the lease agreement. When the final construction plans and specifications for Landlord's Work have been completed, Landlord's Work will be competitively bid out on an open-book basis under the supervision of the MTA. If the final out-of-pocket cost to Landlord of Landlord's Work (exclusive of Landlord's Base Building Work) is less than such maximum cost, then Tenant will be entitled to 80% of such savings.

Based on the foregoing, MTA Real Estate requests authorization to enter into a lease with 1-10 Industry Associates L.L.C on the above-described terms and conditions.

# **INFORMATION ITEMS**



# Memorandum



## Metropolitan Transportation Authority

State of New York

Date January 27, 2014  
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: JANUARY 2014**

AGENCY	LOCATION (STATION)	TENANT/USE	SF	DATE OF AGREEMENT	MONTHLY COMPENSATION	COMMENT
1. NYCT	WTC Station 8 <sup>th</sup> Ave. Line, Manhattan	Fakhrul Alam/Newsstand	420	January 2004	\$155.14	Special site conditions will require interim tenancy until there is a station rehab.
2. NYCT	179 <sup>th</sup> Street Station (F train), Queens	Bachubhai Mehta/Newsstand	180	January 2008	\$1,786.80	To be publicly offered Winter 2013-2014.
3. NYCT	Metropolitan Ave-Lorimer St Station, Brooklyn	All Day Everyday, LLC/Gift Shop	100	May 2013	\$4,000	To be publicly offered Winter 2013-2014.
4. LIRR	Belmore Station, Belmore, NY	Newsstation, Inc./Newsstand	120	March 2009	\$300	To be publicly offered Summer 2013.
5. LIRR	Wantagh Station, Wantagh, NY	Newsstation, Inc./Newsstand	121	March 2009	\$300	To be publicly offered Summer 2013.
6. LIRR	Massapequa Station, Massapequa, NY	Newsstation, Inc./Newsstand	120	September 2009	\$150	To be publicly offered Summer 2013.
7. NYCT	34 <sup>th</sup> St-Penn Station, Broadway 7 <sup>th</sup> Ave. Line	IRT News, Inc. / Newsstands (4)	720	February 2010	\$13,891.51	To be publicly offered Winter 2013-2014.
8. MNR	Grand Central Terminal	Bobbi Brown, Professional Cosmetic, Inc./retail store	744	August 2012	\$20,000	To be publicly offered second quarter 2013

# Memorandum



## Metropolitan Transportation Authority

State of New York

Date January 27, 2014  
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.

### January 2014 Event Forecast

Event	Date	Description	Space	Use
Time in Turkey	Jan 2 - 9	Photo exhibit	East Side	Public
Nat Geo	January 9, 2014	To promote their new show: Brain Games. Photo illusions	West Side	Public
MNR Intern Event	January 10, 2014	As per Wendy J.	Full Hall	Private
Squash	Jan 12 -26	Load in Jan 12 - 16, Event opens Jan 17, closes Jan 24, Out by Jan 26	Full Hall	Public
Nickelodeon	January 27, 2014	In partnership with Norwegian Cruise Lines. Different activities and photo ops you can find on the ships	Full Hall	Public
Ft Lauderdale	January 28, 2014	To promote tourism, with different areas that highlight Ft Lauderdale (a catamaran, juice bar, etc)	Full Hall	Public
Under Armour	Jan 29 - Feb 2	In conjunction with the super bowl. (Details TBD)	Full Hall	Public

# Memorandum



## Metropolitan Transportation Authority

State of New York

Date January 27, 2014  
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 January 2014

Licensee	License Dates	Use	Monthly Compensation
Selen	1/1/2014-3/31/2014	The retail sale of licensee produced jewelry	1/2014 \$2500
			2/2014 \$2500
			3/2014 \$2500
Jacques Torres	1/1/2014-3/31/2014	The retail sale of licensee produced chocolates	1/2014 \$2500
			2/2014 \$2500
			3/2014 \$2500

# Staff Summary

Subject <b>LEASE AGREEMENT</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JEFFREY B. ROSEN</b>
Department Head Signature
Project Manager Name <b>ARTURO ESPINOZA</b>

Date <b>January 27, 2014</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	1/27/13		X	

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

AGENCY: MTA New York City Transit ("NYCT")  
 LESSEE: Nisat Baby (or corporation to be formed)  
 LOCATION: 50<sup>th</sup> Street, Seventh Avenue/Broadway Line, Manhattan  
 ACTIVITY: Operation of newsstands  
 ACTION REQUESTED: Approval of terms  
 TERM: Ten years  
 SPACE: 70 square feet (at downtown platform) and 80 square feet (at uptown platform)

COMPENSATION:	Year	Annual	Monthly	% Increase	Per Sq. Ft.
	1	\$54,600.00	\$4,550.00		\$364.00
	2	\$57,330.00	\$4,777.50	5%	\$382.20
	3	\$60,196.50	\$5,016.38	5%	\$401.31
	4	\$63,206.33	\$5,267.19	5%	\$421.38
	5	\$65,720.69	\$5,476.72	4%	\$438.14
	6	\$67,692.31	\$5,641.03	3%	\$451.28
	7	\$69,723.08	\$5,810.26	3%	\$464.82
	8	\$71,117.53	\$5,926.46	2%	\$474.12
	9	\$72,539.89	\$6,044.99	2%	\$483.60
	10	\$73,990.69	\$6,165.89	2%	\$493.27

## COMMENTS

This retail space was offered via a request for proposals ("RFP"), and a total of 9 responsive proposals were received, as detailed in the table on the following page:

# Staff Summary

## FINANCE COMMITTEE MEETING Lease Agreement (Cont'd.)



Page 2 of 2

Name of Proposer	First Year Rent	Present Value: Ten Year Term, 9% Discount Rate
Nisat Baby	\$54,600	\$411,168
Unique Candy Corp.	\$50,000	\$389,913
Gulam Zilani	\$47,052	\$362,329
Mohammed E. Khan	\$45,000	\$343,065
Mofazzar Hossain	\$41,000	\$319,818
Ayub Ali	\$32,400	\$222,503
Sudhir Patel	\$20,000	\$155,984
Hasmukhbhai Patel	\$17,000	\$135,534
Dilu Chowdhury	\$17,325	\$135,108

Ms. Baby's rent exceeds the estimated fair market value of the space as estimated by MTA Real Estate's independent consultant. Ms. Baby is a longtime, successful operator of a newsstand at 110<sup>th</sup> Street on the Upper Broadway line. She has the resources to complete full renovation of the newsstands and has good credit.

Based on the foregoing and pursuant to Board-approved policy, MTA Real Estate will enter into a lease agreement with Nisat Baby (or corporation to be formed) on the above-described terms and conditions.



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