



**Metropolitan Transportation Authority**

# **Finance Committee Meeting**

## **February 2014**

---

### **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, February 24, 2014 – 12:30 PM

347 Madison Avenue  
Fifth Floor Board Room  
New York, NY

---

<u>AGENDA ITEMS</u>	<u>Page</u>
I. PUBLIC COMMENTS PERIOD	
II. APPROVAL OF MINUTES – JANUARY 27, 2014	II-1
III. 2014 COMMITTEE WORK PLAN	III-1
IV. BUDGETS/CAPITAL CYCLE BudgetWatch (Handout) FinanceWatch	IV-1
V. MTA HEADQUARTERS & ALL-AGENCY ITEMS	
<i>Action Items:</i>	
2013 TBTA Operating Surplus	V-1
Mortgage Recording Tax – Escalation Payments to Dutchess, Orange and Rockland Counties	V-11
Verrazano Narrows Bridge Rebate Program	V-13
<i>Report and Information Items:</i>	
Contract Change Order Report	V-19
February Financial Plan 2014-2017 (Distributed Separately)	
Procurements	V-20
VI. METRO-NORTH RAILROAD (No Items)	
VII. LONG ISLAND RAIL ROAD (No Items)	
VIII. NEW YORK CITY TRANSIT, and MTA BUS OPERATIONS Procurements	VIII-1
IX. BRIDGES AND TUNNELS (No Items)	

**AGENDA ITEMS**

**Page**

X.	FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY (No Items)	
XI.	MTA CONSOLIDATED REPORTS	
	<u>November</u>	
	2013 Adopted Budget and final Estimate vs. Preliminary Actual	XI-1
	Overtime Report	XI-11
	Report on Subsidies	XI-15
	Positions	XI-21
	Subsidy, Interagency Loans and Stabilization Fund Transactions	XI-24
	Farebox Recovery Ratios	XI-27
	MTA Ridership	XI-28
	Fuel Hedge Program	XI-52
XII.	REAL ESTATE AGENDA	
	Action Items	XII-1
	Report and Information Items	XII-15

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

Minutes of the MTA Finance Committee Meeting  
January 27, 2014  
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. John H. Banks III  
Hon. Robert C. Bickford  
Hon. Allen P. Cappelli  
Hon. Charles G. Moerdler  
Hon. Mark Page  
Hon. Mitchell H. Pally  
Hon. James L. Sedore, Jr.

The following Finance Committee members did not attend:

Hon. Norman Brown  
Hon. Jeffrey A. Kay  
Hon. Carl V. Wortendyke

The following Board Members were also present:

Hon. Ira Greenberg  
Hon. Susan Metzger  
Hon. John J. Malloy

The following also attended:

Robert Foran  
Douglas Johnson  
Patrick McCoy  
Jeffrey Rosen

Chairman Andrew M. Saul called the January 27, 2014 meeting of the Finance Committee to order at 12:30 PM.

**I. Public Comments**

There was one public speaker, William Henderson, Executive Director of The Permanent Citizens Advisory Committee ("PCAC"). Mr. Henderson proposed on behalf of PCAC that the committee sets the standard for MTA's Reduced Fare Program to be the standard as defined under the amended Americans with Disabilities Act.

## **II. Approval of Minutes**

The MTA Board approved the minutes to its prior meeting held on December 16, 2013.

## **III. Committee Work Plan**

There were two changes to the Work Plan for 2014. (1) The Change Order Quarterly Report was added to the Work Plan as an Information Item. The first report was given at the November 2013 committee meeting. The next report is due in February 2014. (2) Change Orders to Capital Construction Contracts was also added to the Work Plan as an Information Item for March 2014. 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. MTACC will be the responsible party.

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

### **A. BudgetWatch**

Mr. Johnson noted that the January Budgetwatch is a flash look at 2013 focusing on revenue, as 2013 expenses are unreliable at this point, but will have them in February 2014. Passenger Revenues were .2% favorable and close to target. Passenger revenue specifically explained: NYCT revenue was better than the Final Estimate by \$12.6 million, or 0.3% primarily due to higher bus and subway revenues that was due to higher average fares; LIRR passenger revenues were on target; MNR Passenger Revenue was \$2.3 million, or 0.4%, unfavorable partially due to the December 2013 derailment with some analysis still left to be performed.

Toll revenues were \$16 million, or 1%, favorable due to higher traffic volume during the fourth quarter of 2013.

Revenues from subsidies specifically highlighted: Payroll Mobility Taxes ("PMT") were virtually on target; MTA Aid Trust Account Fees, which includes Licenses, Registrations, Taxi and Auto Rentals fees, were \$5.4 million, or 1.7% unfavorable, which appears to be due to the timing of the transfer of fee receipts not received by the Mid-December cutoff date; MMTOA receipts were on target for the year; Petroleum Business Tax receipts were \$6.7 million, or 1.1%, unfavorable; Real estate taxes were \$45.0 million, or 4.9%, favorable against the Final Estimate as \$40 million of the favorable variance was due to Real Property Transfer collections that occurred in November 2013 that reflected higher activity and one large real estate transaction that, by itself, generated almost \$12 million for the MTA.

Mr. Johnson summarized all of the results by stating that preliminary revenues for the MTA were \$61 million, or .5%, favorable to the Final Estimate due favorable results from Real Estate Transaction Tax, Passenger and Toll Revenues that were partially offset by lower collections from MTA Aid and the Petroleum Business Tax.

Mr. Pally asked if an analysis of the effects of the Governor's proposed budget on MTA's 2014-2015 revenues has been performed. Mr. Johnson and Mr. Foran both commented that an

analysis was done and that the Governor's proposed budget did not have a negative effect on MTA's 2014-2015 revenues, but the Governor's proposed Executive Budget was slightly favorable, by about \$5 to \$6 million in MMTOA funds, to MTA's 2014-2015 planned revenues.

Mr. Pally further asked about funds supposedly being diverted away from the MTA. Mr. Foran commented that those funds related to reserve funds that are held back in case revenues come in at less than projected levels. MTA only receives appropriated funds.

Mr. Pally inquired about estimates on PMT as it relates to the report on jobs in the metropolitan region. Mr. Johnson commented that when PMT is reviewed job growth projections are considered and that MTA's PMT projections have been historically accurate. Mr. Johnson further stated that the MTA's appropriation with regard to PMT receipts typically exceeds actual projections. This is done to ensure that if revenues come in greater than the forecast, it will still be within the appropriated amount and can then be distributed to the MTA.

Mr. Cappelli wanted confirmation on the amounts of State Aid relative to last year and the 2014 Budget. Mr. Johnson confirmed that MTA anticipates receiving \$85 million more than the prior year and \$6 million more than its current Budget.

Mr. Moerdler asked for a clarification if the PMT appropriation funded or dry. Mr. Johnson stated that the appropriation relates to the Executive Budget. Mr. Johnson confirmed that MTA is not sure of the appropriation until the budget is approved or changed.

## **B. Finance Watch**

Patrick McCoy presented Finance Watch.

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.

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.

Mr. McCoy further stated that MTA would be issuing \$250 million of Triborough Bridge and Tunnel Authority General Revenue Bonds, Series 2014A and \$100 million of Triborough Bridge and Tunnel Authority General Revenue Bond Anticipation Notes, Series 2014A. Both issues are to finance approved capital projects for MTA Bridges and Tunnels own facilities.

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

### **A. Action Items**

Mr. Johnson reported that there were three action items.

#### **1. Insurance Link Security Professional Services**

Presented by Mr. McCoy, the MTA was seeking to obtain Board authorization to (i) enter into a contract with Raymond James & Associates to serve as Insurance-Linked Securities Advisor ("ILS") to 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.

Mr. Ferrer inquired about the firms that were selected through this RFP process and how many were classified as minority or women owned businesses ("MWBEs"). Mr. McCoy commented that there were two joint ventures for the Initial Purchaser/Structuring Agent role and one joint venture for ILS Legal Counsel. The joint ventures for Initial Purchaser/Structuring Agent were Deutsche Bank Securities and Loop Capital Markets; and Natixis Securities Americas, LLC and Rice Financial Products. The ILS Legal Counsel joint venture was Kramer, Levin, Naftalis & Frankel and the McGlashan Law Firm. Mr. McCoy further stated, in response to Mr. Ferrer, that fees received by the firms will be monitored to measure the level of MWBE participation.

The Committee voted to recommend the action before the Board for approval. Mr. Moerdler recused himself from voting on this action item.

#### **2. The Municipal Finance Disclosure Policies and Procedures**

Presented by Mr. Johnson, the MTA was seeking to obtain MTA and TBTA Board approval of a resolution adopting Municipal Finance Disclosure Policies and Procedures (attached to the staff summary) and which 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.

Mr. Page inquired about the origin of the policies. James Henly commented that the item was drafted by a team consisting of MTA's Legal and Finance Departments, and MTA's Bond Counsel. He further stated that MTA is following best practices of the municipal finance industry by formalizing its disclosure practices.

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

### **3. Extension of Owner Controlled Insurance for East Side Access**

Presented by Mr. Johnson, this action item was seeking approval for a procurement to extend insurance coverage for the MTA's Owner Controlled Insurance Program for East Side Access. Because this procurement was a component of the settlement of claims that would otherwise be subject to litigation, the proposed settlement was addressed in the Finance Committee Executive Session. The vote on this procurement was held after the Executive Session.

The Committee voted to recommend the action before the Board for approval. Mr. Moerdler recused himself from voting on this action item.

### **B. Report and Information Item**

There was one Report and Information Item.

#### **1. Special Report: Finance Department 2013 Year-End Review**

Mr. McCoy presented the Finance Report 2013 Year End Review, which is required under the Committee work plan. Mr. McCoy noted that the MTA had \$32.9 billion in total debt outstanding. Specifically it is comprised of 85% in fixed-rate mode, \$2.5 billion or 7.7% in synthetic fixed rate, \$1.7 billion or 5.2% in variable rate mode, and \$850 million or 2.6% in bond anticipation notes.

Mr. McCoy further stated MTA's debt by resolution: Transportation Revenue \$19.128 billion; Dedicated Tax Fund \$5.129 billion; TBTA Senior \$6.718 billion; TBTA Subordinate \$1.797 billion; and Certificates of Participation \$100.6 million. Mr. McCoy commented to Mr. Moerdler that MTA had approximately \$300 million in auction rate securities outstanding and that MTA continues to monitor the performance of these debt obligations.

Mr. McCoy summarized the 2013 bond transactions: \$2.5 billion in new money borrowing, with \$2.2 billion in long-term fixed rate bonds and \$300 million in bond anticipation notes; \$1.7 billion in refunding bonds, which featured \$350 million of commercial paper notes being taken out and a present value savings of \$163 million for all of the refunding transactions; \$697 million in remarketing of tendered obligations, with \$448 million remarketed as fixed-rate bonds and \$249 million remarketed as floating rate notes; \$812 million of debt was retired through normal amortizations in 2013; net increase in debt was \$1.7 billion; and \$2.4 billion in total bond financed investments for infrastructure investment.

Mr. McCoy commented that MTA's 2013 variable rate demand bonds ("VRDB") portfolio is \$2.4 billion, which is \$500 million lower than year end 2012. The reduction in the VRDB portfolio was to take advantage of low fixed rates. Mr. McCoy further stated that floating rate

notes are a growing product in the capital markets and make up \$1.3 billion of MTA's variable rate portfolio.

Mr. Moerdler inquired about repurchase agreements. Mr. McCoy commented that MTA does not issue repurchase agreements, but MTA's Treasury Department may invest in short duration repurchase agreements.

Mr. McCoy also commented that MTA's total weighted average true interest cost of debt was 3.95%.

Mr. Page inquired about the cost of the floating rate notes with the inclusion of credit support. Mr. McCoy commented that floating rate notes does not have liquidity support, but a one to two year floating rate note for MTA's Transportation Revenue credit will have a typical reset in the range of a percentage of LIBOR, or SIFMA, plus 40 to 60 basis points.

Mr. Page requested that MTA determine the current and average historical cost (ten years) of its variable rate portfolio so that it can determine if the weighting of its fixed versus variable rate portfolio is cost efficient. Mr. McCoy commented that the information will be provided later to the whole committee and that MTA's variable rate portfolio is not close to the 25% board approved variable rate mode weighting. Thus, MTA is well positioned and plans to issue variable rate debt in environments where fixed interest rates are high.

Mr. Ballan inquired about MTA's plan toward reaching the 25% weighting in variable rate debt. Mr. McCoy commented that MTA works with its financial advisor to determine the optimal plan of finance whether it is fixed or variable rate debt.

Mr. Ballan inquired about the New York State Bond Issuance fee ("BIC") and the status of getting it waived from MTA bond issuances. Mr. McCoy commented that MTA has obtained waivers from paying the BIC on refundings and remarketings, so the fee only applies to new money transactions. Mr. Foran further commented that because it is state law to pay the fee, MTA will continue to pay it unless the Executive Board or Legislature says otherwise.

Mr. McCoy commented that MWBE firms earned \$2.9 million or 21.11% of the underwriters discount on MTA bond transaction through August 2013. This demonstrates MTA's commitment to promote and compensate MWBE firms.

Mr. Cappelli requested a report on how the MTA is doing with regard to reducing costs in non-transportation areas and reducing redundant administrative functions. Mr. Moerdler further added to the discussion by inquiring about why both MTA Bus and New York City Bus existed, and why the MTA has more than one Legal Department.

### **C. Procurements**

There were no procurements for HQ.

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

### **A. Action Items**

There were no action items for MNR.

### **B. Procurements**

There was one Competitive Multi-Agency procurements for MNR for a RFP with a total of \$3,424,477.

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

There were three Capital Construction Competitive Procurements for ESA work that went to LIRR Committee for a grand total of \$865,385,009.

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**

Mr. Johnson commented that there was one MTA Bus procurement that was pulled from the agenda, so there are three procurements for NYCT for a total of \$23,301,000.

One is non-competitive and two are competitive for RFP's.

One is Non-Competitive for safety services (new technologies for detecting and warning of intrusions by persons/objects onto track in station areas).

Two are Competitive: (1) For a large modification to provide support for NYCT's Automatic Fare Collection system from March 1, 2014 through February 29, 2016; (2) Requesting Board approval to solicit a contract that will provide prescription drug benefits to approximately 150,000 participants via RFP rather than sealed bids (Amount TBD).

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 mid-year forecast and November forecast versus actual results, statement of operations, reports on overtime, subsidies, positions, subsidy, interagency loans and stabilization fund transactions, farebox recovery ratios, MTA ridership and fuel hedge program.

## **XII. Real Estate Agenda**

### **A. Action Items**

Jeffrey Rosen noted that there were five action items for committee approval. The Committee voted to recommend the five action items before the Board for approval. Mr. Rosen specifically stated that authorization for condemnation is being requested with regard to 40-36<sup>th</sup> Main Street in Flushing, New York so that an elevator for ADA access can be built for the inbound platform at Flushing for Long Island Railroad. In addition, Mr. Rosen stated that a revised proposal is being presented to lease space at Industry City so that New York City Transit Museum archives can be relocated from 2 Broadway.

Mr. Moerdler stated the importance and benefit of communicating with community boards when dealing with issues of leases, real estate disposition, and eminent domain.

Mr. Rosen commented that there was community outreach done with regard to the Main Street Flushing, New York matter.

## **XIII. Executive Session**

Mr. Saul requested that a motion be made to convene an executive session in accordance with Section 105(1)(d) and (e) of the New York State Public Officers Law to discuss matters relating to collective negotiations and matters of proposed, pending or current litigation.

The motion was duly made and seconded, and the Committee went into executive session.

Upon motion duly made and seconded, the Committee resumed in open session.

## **XIV. Action Item**

The Committee voted to recommend to the Board for approval the extension of the professional liability insurance coverage component of the MTA's Owner Controlled Insurance Program (OCIP) for the East Side Access Project. Mr. Moerdler recused himself from the vote on this item.

**XV. Adjournment**

Upon motion duly made and seconded, the January 27, 2014 meeting of the Finance Committee was adjourned.

Respectfully submitted,

Patrick Isom  
Manager, Financial Analysis

**[THIS PAGE INTENTIONALLY LEFT BLANK]**

# 2014 Finance Committee Work Plan

---

## I. RECURRING AGENDA ITEMS

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

### Responsibility

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

## II. SPECIFIC AGENDA ITEMS

### Responsibility

### March 2014

#### *Action Items:*

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

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

All-Agency Annual Procurement Report

#### *Other:*

MTA Prompt Payment Annual Report 2013

MTA Business Service  
 Service

Change Orders to Capital Construction Contracts

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)

MTA Labor

Annual FMTAC Meeting

MTA RIM

Annual FMTAC Investment Performance Report

MTA RIM

Contract Change Order Report

MTA Capital Programs

### June 2014

#### *Action Item:*

PWEF Assessment

MTA Capital Program  
 Mgmt/ MTA Div.  
 Mgmt/Budget

#### *Other:*

Update on the Business Service Center

MTA Business Service  
 Service

Update on IT Transformation

MTA Information  
 Technology

**July 2014**

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

MTA Div. Mgmt/Budget

**September 2014**

2015 Preliminary Budget/July Financial Plan 2015-2018  
(materials previously distributed)

MTA Div. Mgmt/Budget

*Action Item:*

Resolution to Authorize the Execution, Filing and Acceptance of  
Federal Funds  
2015-2019 Capital Plan

MTA Grant Mgmt.  
MTA Capital Programs

*Other:*

Annual Report – Fuel Hedge Program  
Contract Change Order Report

MTA Div. Mgmt/Budget  
MTA Capital Programs

**October 2014**

2015 Preliminary Budget/July Financial Plan 2015-2018  
(materials previously distributed)

MTA Div. Mgmt/Budget

*Other:*

Annual Review of MTA's Derivative Portfolio  
MTA 2014 Semi-Annual Investment Report

MTA Finance  
MTA Treasury

**November 2014**

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

MTA Div. Mgmt/Budget

*Other:*

Station Maintenance Billing Update  
Review and Assessment of the Finance Committee Charter  
Contract Change Order Report

MTA Comptroller  
MTA CFO  
MTA Capital Programs

**December 2014**

Adoption of 2015 Budget and 2015-2018 Financial Plan

MTA Div. Mgmt/Budget

*Action Items:*

MTA and TBTA Reimbursement Resolutions for Federal Tax Purposes  
Authorization to issue Transportation Revenue Bonds, Dedicated Tax  
Fund Bonds, TBTA General Revenue Bonds, and TBTA Subordinated  
Revenue Bonds  
Approval of Supplemental Resolutions Authorizing Refunding Bonds

MTA Treasury  
MTA Finance  
MTA Finance

*Other:*

Draft 2015 Finance Committee Work Plan

MTA Div. Mgmt/Budget

**January 2015**

*Financing Issues:*

Special Report: Finance Department 2014 Year-End Review

MTA Finance

**February 2015**

Action Items:

2014 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 2015-2018  
Contract Change Order Report

MTA Div. Mgmt/Budget  
MTA Capital Programs

**DETAILS**

**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.

**FEBRUARY 2015**

*Action Items:*

2014 TBTA Operating Surplus

MTA Bridges and Runnels should be prepared to answer questions on a staff summary requesting (1) transfer of TBTA 2014 Operating Surplus and Investment Income, (2) advances of TBTA 2015 Operating Surplus, and (3) the deduction from 2015 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 2015-2018

The MTA Division of Management and Budget will present for information purposes a revised 2015-2018 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 2014 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.

**[THIS PAGE INTENTIONALLY LEFT BLANK]**

# FinanceWatch

February 24, 2014

## Fuel Hedge

### \$15,299,678 Diesel Fuel Hedge

On January 29, 2014, MTA executed a \$15.3 million ultra-low sulfur diesel fuel hedge with Merrill Lynch Commodities Inc. at an all-in price of \$2.7690/gallon. Three of MTA's existing approved commodity counterparties participated in bidding on the transaction: Goldman, Sachs & Co./ J Aron, J.P. Morgan Ventures Energy Corporation, and Merrill Lynch Commodities Inc. The hedge covers the period from December 2014 through December 2015.

## New Money

### \$250,000,000 Triborough Bridge and Tunnel Authority General Revenue Bonds, Series 2014A

On January 30, 2014, MTA issued \$250 million of Triborough Bridge and Tunnel Authority General Revenue Bonds, Series 2014A, to finance approved capital projects for MTA Bridges and Tunnels own facilities. The Series 2014A bonds were issued as tax-exempt fixed-rate bonds with a final maturity of November 15, 2044. The transaction closed on February 6, 2014. The transaction was led by book-running senior manager BofA Merrill Lynch, together with co-senior manager Cabrera Capital Markets. Hawkins Delafield & Wood served as bond counsel and Lamont Financial served as financial advisor.

	<u>TBTA 2014A</u>
<b>Par Amount:</b>	\$250 million
<b>Net Premium:</b>	\$16.863 million
<b>All-in TIC:</b>	4.28%
<b>Average Life:</b>	19.19 years
<b>Average Coupon</b>	4.72%
<b>Final Maturity:</b>	11/15/2044
<b>Underwriter's Discount:</b>	\$4.84 (\$1,209,429)
<b>State Bond Issuance Fee:</b>	\$8.33 (\$2,082,507)
<b>Cost of Issuance:</b>	\$2.45(\$612,250)
<b>Ratings</b> (Moody's/S&P/Fitch/Kroll)	Aa3/AA-/AA-/AA
<b>Senior Manager:</b>	BofA Merrill Lynch
<b>Special Co-Senior Managers:</b>	Cabrera Capital Markets

## Bond Anticipation Notes

### \$100,000,000 Triborough Bridge and Tunnel Authority General Revenue Bond Anticipation Notes, Series 2014A

On January 29, 2014, MTA issued \$100 million of Triborough Bridge and Tunnel Authority General Revenue Bond Anticipation Notes, Series 2014A, to finance approved capital projects for MTA Bridges and Tunnels own facilities. The Series 2014A BANS were issued as tax-exempt fixed-rate notes with a final maturity of May 15, 2015. The transaction closed on February 6, 2014. The transaction was led by book-running senior manager BofA Merrill Lynch, together with co-senior manager Cabrera Capital Markets. Hawkins Delafield & Wood served as bond counsel and Lamont Financial served as financial advisor.

	<u>TBTA BANS 2014A</u>
<i>Par Amount:</i>	\$100.000 million
<i>Premium:</i>	\$6.082 million
<i>All-in TIC:</i>	0.62%
<i>Average Life:</i>	1.28 years
<i>Average Coupon</i>	5.00%
<i>Final Maturity:</i>	5/15/2015
<i>Underwriter's Discount:</i>	\$1.51 (\$150,543)
<i>State Bond Issuance Fee:</i>	\$0 <sup>(1)</sup>
<i>Cost of Issuance:</i>	\$3.82(\$381,750)
<i>Ratings</i> (Moody's/S&P/Fitch/Kroll)	MIG-1/SP1+/A+/K1+
<i>Senior Manager:</i>	BofA Merrill Lynch
<i>Special Co-Senior Managers:</i>	Cabrera Capital Markets

<sup>(1)</sup> MTA is not required to make this payment to the State Division of the Budget on note issuances.

## Ongoing Transactions

### New Money and Refunding

#### \$400,000,000 MTA Transportation Revenue Bonds, Series 2014A

In February 2014, MTA expects to issue \$400 million of MTA Transportation Revenue Bonds, Series 2014A, to finance existing approved transit and commuter projects, and to refund certain outstanding Transportation Revenue Bonds. The transaction will be led by joint book-running senior managers Morgan Stanley and Siebert Brandford Shank, together with co-senior manager Lebenthal & Co. Nixon Peabody will serve as bond counsel and Public Financial Management, Inc. will serve as financial advisor.

**METROPOLITAN TRANSPORTATION AUTHORITY  
NOVEMBER FINANCIAL PLAN - FINAL FORECAST (1)**

**DEBT SERVICE  
(\$ in millions)  
January 2014**

	Adopted Budget	Actual	Variance	% Variance	Explanation
Dedicated Tax Fund:					
NYC Transit	\$32.8	\$24.4	\$8.4		Timing of debt service deposits expected to be reversed in February 2014.
Commuter Railroads	6.7	4.3	2.4		
<i>Dedicated Tax Fund Subtotal</i>	\$39.5	\$28.7	\$10.8	27.4%	
MTA Transportation Revenue:					
NYC Transit	\$70.8	\$69.3	\$1.5		
Commuter Railroads	45.8	\$43.1	2.6		
MTA Bus	1.9	\$2.4	(0.6)		
<i>MTA Transportation Subtotal</i>	\$118.4	\$114.8	\$3.6	3.0%	
Commercial Paper:					
NYC Transit	\$1.1	\$0.0	\$1.1		Lower than budgeted rates, timing of interest payments.
Commuter Railroads	0.7	\$0.0	0.7		
MTA Bus	0.0	\$0.0	0.0		
<i>Commercial Paper Subtotal</i>	\$1.8	\$0.0	\$1.8	99.6%	
2 Broadway COPs:					
NYC Transit	\$1.5	\$1.5	\$0.0		
Bridges & Tunnels	0.2	\$0.2	0.0		
MTA HQ	0.2	\$0.2	0.0		
<i>2 Broadway COPs Subtotal</i>	\$1.9	\$1.9	\$0.0	1.6%	
TBTA General Resolution (2)					
NYC Transit	\$15.0	\$11.7	\$3.4		Lower than budgeted variable rates.
Commuter Railroads	7.1	\$5.5	1.6		
Bridges & Tunnels	18.6	\$14.1	4.5		
<i>TBTA General Resolution Subtotal</i>	\$40.7	\$31.2	\$9.5	23.3%	
TBTA Subordinate (2)					
NYC Transit	\$6.1	\$2.4	\$3.8		Lower than budgeted variable rates.
Commuter Railroads	2.7	\$1.0	1.7		
Bridges & Tunnels	2.4	\$0.9	1.5		
<i>TBTA Subordinate Subtotal</i>	\$11.3	\$4.4	\$6.9	61.3%	
<b>Total Debt Service</b>	<b>\$213.6</b>	<b>\$180.9</b>	<b>\$32.7</b>	<b>15.3%</b>	
Debt Service by Agency:					
NYC Transit	\$127.3	\$109.1	\$18.2		
Commuter Railroads	63.0	54.0	9.0		
MTA Bus	1.9	2.4	(0.6)		
Bridges & Tunnels	21.2	15.2	6.0		
MTAHQ	0.2	0.2	0.0		
<b>Total Debt Service</b>	<b>\$213.6</b>	<b>\$180.9</b>	<b>\$32.7</b>	<b>15.3%</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  
NOVEMBER FINANCIAL PLAN - FINAL FORECAST (1)**

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

January 2014 Year-to-Date

	Adopted Budget	Actual	Variance	% Variance	Explanation
<b>Dedicated Tax Fund:</b>					
NYC Transit	\$32.8	\$24.4	\$8.4		Same as monthly explanation.
Commuter Railroads	6.7	\$4.3	2.4		
<i>Dedicated Tax Fund Subtotal</i>	\$39.5	\$28.7	\$10.8	27.4%	
<b>MTA Transportation Revenue:</b>					
NYC Transit	\$70.8	\$69.3	\$1.5		
Commuter Railroads	45.8	\$43.1	2.6		
MTA Bus	1.9	\$2.4	(0.6)		
<i>MTA Transportation Subtotal</i>	\$118.4	\$114.8	\$3.6	3.0%	
<b>Commercial Paper:</b>					
NYC Transit	\$1.1	\$0.0	\$1.1		Lower than budgeted rates, timing of interest payments.
Commuter Railroads	0.7	\$0.0	0.7		
MTA Bus	0.0	\$0.0	0.0		
<i>Commercial Paper Subtotal</i>	\$1.8	\$0.0	\$1.8	99.6%	
<b>2 Broadway COPs:</b>					
NYC Transit	\$1.5	\$1.5	\$0.0		
Bridges & Tunnels	0.2	\$0.2	0.0		
MTA HQ	0.2	\$0.2	0.0		
<i>2 Broadway COPs Subtotal</i>	\$1.9	\$1.9	\$0.0	1.6%	
<b>TBTA General Resolution (2)</b>					
NYC Transit	\$15.0	\$11.7	\$3.4		Same as monthly explanation.
Commuter Railroads	7.1	\$5.5	1.6		
Bridges & Tunnels	18.6	\$14.1	4.5		
<i>TBTA General Resolution Subtotal</i>	\$40.7	\$31.2	\$9.5	23.3%	
<b>TBTA Subordinate (2)</b>					
NYC Transit	\$6.1	\$2.4	\$3.8		Same as monthly explanation.
Commuter Railroads	2.7	\$1.0	1.7		
Bridges & Tunnels	2.4	\$0.9	1.5		
<i>TBTA Subordinate Subtotal</i>	\$11.3	\$4.4	\$6.9	61.3%	
<b>Total Debt Service</b>	<b>\$213.6</b>	<b>\$180.9</b>	<b>\$32.7</b>	<b>15.3%</b>	
<b>Debt Service by Agency:</b>					
NYC Transit	\$127.3	\$109.1	\$18.2		
Commuter Railroads	63.0	54.0	9.0		
MTA Bus	1.9	2.4	(0.6)		
Bridges & Tunnels	21.2	15.2	6.0		
MTAHQ	0.2	0.2	0.0		
<i>Total Debt Service</i>	\$213.6	\$180.9	\$32.7	15.3%	

**Notes:**

- 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.
- 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.
- 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 2006E-1		TRB 2005E-2		TRB 2005D-1		TRB 2011B	
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		99.56	
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
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%
1/15/2014	0.04%	0.03%	-0.01%	0.04%	0.00%	0.05%	0.01%	0.03%	-0.01%
1/22/2014	0.04%	0.04%	0.00%	0.40%	0.36%	0.06%	0.02%	0.04%	0.00%
1/29/2014	0.04%	0.03%	-0.01%	0.04%	0.00%	0.05%	0.01%	0.03%	-0.01%
2/5/2014	0.03%	0.02%	-0.01%	0.04%	0.01%	0.04%	0.01%	0.02%	-0.01%

**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)		150.00		170.81		170.80	
Swap Notional (\$m)		None		167.45		167.45	
Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
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%
1/15/2014	0.04%	0.03%	-0.01%	0.05%	0.01%	0.04%	0.00%
1/22/2014	0.04%	0.03%	-0.01%	0.05%	0.01%	0.03%	-0.01%
1/29/2014	0.04%	0.03%	-0.01%	0.05%	0.01%	0.03%	-0.01%
2/5/2014	0.03%	0.02%	-0.01%	0.04%	0.01%	0.03%	0.00%

**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
1/1/2014	0.04%	0.04%	0.00%
1/8/2014	0.03%	0.03%	0.00%
1/15/2014	0.04%	0.04%	0.00%
1/22/2014	0.04%	0.04%	0.00%
1/29/2014	0.04%	0.05%	0.01%
2/5/2014	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		122.57		88.50		47.79	
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
12/31/2013	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%
1/14/2014	0.04%	0.02%	-0.02%	0.04%	0.00%	0.03%	-0.01%	0.03%	-0.01%
1/21/2014	0.04%	0.03%	-0.01%	0.05%	0.01%	0.04%	0.00%	0.04%	0.00%
1/28/2014	0.04%	0.03%	-0.01%	0.05%	0.01%	0.04%	0.00%	0.04%	0.00%
2/4/2014	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		52.55	
Liquidity/Insurer		None		None		95.30		None	
Outstanding (\$m)	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
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%
1/14/2014	0.04%	0.03%	-0.01%	0.03%	-0.01%	0.25%	0.21%	0.20%	0.16%
1/21/2014	0.04%	0.03%	-0.01%	0.03%	-0.01%	0.25%	0.21%	0.20%	0.16%
1/28/2014	0.04%	0.04%	0.00%	0.03%	-0.01%	0.25%	0.21%	0.20%	0.16%
2/4/2014	0.03%	0.03%	0.00%	0.03%	0.00%	0.25%	0.22%	0.20%	0.17%

**METROPOLITAN TRANSPORTATION AUTHORITY  
VARIABLE RATE: FLOATING RATE NOTES  
RATE RESETS REPORT (Trailing 6-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
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%
1/15/2014	0.04%	0.94%	0.90%	0.31%	0.27%	0.61%	0.57%	0.80%	0.76%
1/22/2014	0.04%	0.94%	0.90%	0.31%	0.27%	0.61%	0.57%	0.80%	0.76%
1/29/2014	0.04%	0.94%	0.90%	0.31%	0.27%	0.61%	0.57%	0.80%	0.76%
2/5/2014	0.03%	0.93%	0.90%	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
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%
1/15/2014	0.04%	0.94%	0.90%	0.51%	0.47%	0.76%	0.72%	0.96%	0.92%
1/22/2014	0.04%	0.94%	0.90%	0.51%	0.47%	0.76%	0.72%	0.96%	0.92%
1/29/2014	0.04%	0.94%	0.90%	0.51%	0.47%	0.76%	0.72%	0.96%	0.92%
2/5/2014	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
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%
1/15/2014	0.04%	0.23%	0.19%	0.43%	0.39%
1/22/2014	0.04%	0.23%	0.19%	0.43%	0.39%
1/29/2014	0.04%	0.23%	0.19%	0.43%	0.39%
2/5/2014	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
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%
1/15/2014	0.04%	0.53%	0.49%	0.64%	0.60%	0.81%	0.77%	0.95%	0.91%
1/22/2014	0.04%	0.53%	0.49%	0.64%	0.60%	0.81%	0.77%	0.95%	0.91%
1/29/2014	0.04%	0.53%	0.49%	0.64%	0.60%	0.81%	0.77%	0.95%	0.91%
2/5/2014	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						
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%
1/15/2014	0.04%	0.79%	0.75%	0.94%	0.90%	0.99%	0.95%	1.04%	1.00%
1/22/2014	0.04%	0.79%	0.75%	0.94%	0.90%	0.99%	0.95%	1.04%	1.00%
1/29/2014	0.04%	0.79%	0.75%	0.94%	0.90%	0.99%	0.95%	1.04%	1.00%
2/5/2014	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
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%
1/15/2014	0.04%	0.27%	0.23%	0.40%	0.36%	0.72%	0.68%
1/22/2014	0.04%	0.27%	0.23%	0.40%	0.36%	0.72%	0.68%
1/29/2014	0.04%	0.27%	0.23%	0.40%	0.36%	0.72%	0.68%
2/5/2014	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								
1/1/2014	0.04%	0.49%	0.45%	0.63%	0.59%	0.48%	0.44%	0.70%	0.66%	0.76%	0.31%
1/8/2014	0.03%	0.49%	0.46%	0.63%	0.60%	0.48%	0.45%	0.70%	0.67%	0.76%	0.30%
1/15/2014	0.04%	0.49%	0.45%	0.63%	0.59%	0.48%	0.44%	0.70%	0.66%	0.76%	0.31%
1/22/2014	0.04%	0.49%	0.45%	0.63%	0.59%	0.48%	0.44%	0.70%	0.66%	0.76%	0.31%
1/29/2014	0.04%	0.49%	0.45%	0.63%	0.59%	0.48%	0.44%	0.70%	0.66%	0.76%	0.31%
2/5/2014	0.03%	0.49%	0.46%	0.63%	0.60%	0.48%	0.45%	0.70%	0.67%	0.76%	0.30%

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
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%
1/15/2014	0.04%	0.57%	0.53%	0.82%	0.78%
1/22/2014	0.04%	0.57%	0.53%	0.82%	0.78%
1/29/2014	0.04%	0.57%	0.53%	0.82%	0.78%
2/5/2014	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.

**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	Rate	Spread to SIFMA	Rate	Spread to SIFMA
1/29/2014	0.04%	0.08%	0.04%	0.04%	0.00%
1/30/2014	0.04%	0.08%	0.04%	0.04%	0.00%
1/31/2014	0.04%	0.07%	0.03%	0.04%	0.00%
2/1/2014	0.04%	0.07%	0.03%	0.04%	0.00%
2/2/2014	0.04%	0.07%	0.03%	0.04%	0.00%
2/3/2014	0.04%	0.06%	0.02%	0.02%	-0.02%
2/4/2014	0.04%	0.04%	0.00%	0.01%	-0.03%
2/5/2014	0.03%	0.04%	0.01%	0.01%	-0.02%
2/6/2014	0.03%	0.04%	0.01%	0.01%	-0.02%
2/7/2014	0.03%	0.04%	0.01%	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	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
1/29/2014	0.04%	0.07%	0.03%	0.04%	0.00%	0.04%	0.00%	0.05%	0.01%
1/30/2014	0.04%	0.07%	0.03%	0.04%	0.00%	0.04%	0.00%	0.05%	0.01%
1/31/2014	0.04%	0.07%	0.03%	0.04%	0.00%	0.04%	0.00%	0.05%	0.01%
2/1/2014	0.04%	0.07%	0.03%	0.04%	0.00%	0.04%	0.00%	0.05%	0.01%
2/2/2014	0.04%	0.07%	0.03%	0.04%	0.00%	0.04%	0.00%	0.05%	0.01%
2/3/2014	0.04%	0.04%	0.00%	0.02%	-0.02%	0.02%	-0.02%	0.02%	-0.02%
2/4/2014	0.04%	0.03%	-0.01%	0.01%	-0.03%	0.02%	-0.02%	0.01%	-0.03%
2/5/2014	0.03%	0.03%	0.00%	0.01%	-0.02%	0.01%	-0.02%	0.01%	-0.02%
2/6/2014	0.03%	0.03%	0.00%	0.01%	-0.02%	0.01%	-0.02%	0.01%	-0.02%
2/7/2014	0.03%	0.04%	0.01%	0.01%	-0.02%	0.01%	-0.02%	0.02%	-0.01%

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	Rate	Spread to SIFMA	Rate	Spread to SIFMA
1/29/2014	0.04%	0.05%	0.01%	0.04%	0.00%
1/30/2014	0.04%	0.05%	0.01%	0.04%	0.00%
1/31/2014	0.04%	0.05%	0.01%	0.04%	0.00%
2/1/2014	0.04%	0.05%	0.01%	0.04%	0.00%
2/2/2014	0.04%	0.05%	0.01%	0.04%	0.00%
2/3/2014	0.04%	0.02%	-0.02%	0.02%	-0.02%
2/4/2014	0.04%	0.01%	-0.03%	0.01%	-0.03%
2/5/2014	0.03%	0.01%	-0.02%	0.01%	-0.02%
2/6/2014	0.03%	0.01%	-0.02%	0.01%	-0.02%
2/7/2014	0.03%	0.02%	-0.01%	0.01%	-0.02%

Report Date 2/7/2014

**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
<i>Dec. 23 thru Dec. 27, 2013</i>	0.334%	0.453%	0.459%	0.459%
<i>Dec. 30 thru Jan. 3, 2014</i>	0.335%	0.468%	0.461%	0.461%
<i>Jan. 6 thru Jan. 10, 2014</i>	0.323%	0.447%	0.444%	0.443%
<i>Jan. 13 thru Jan. 17, 2014</i>	0.318%	0.440%	0.437%	0.436%
<i>Jan. 20 thru Jan. 24, 2014</i>	0.314%	0.432%	0.432%	0.435%
<i>Jan. 27 thru Jan. 31, 2014</i>	0.318%	0.436%	0.437%	0.439%
<i>Feb. 3 thru Feb. 7, 2014</i>	0.315%	0.432%	0.433%	0.433%
Corresponding Libor Rate	0.158%	0.157%	0.158%	0.158%
Fail Rate	200%	275%	275%	275%

**28 & 35 DAY AUCTIONS**

Issue	LIBOR Formula Fail Rate		
	TRB 2002B-2	COPs 2004A-4	COPs 2004A-5
Outstanding Par (\$ M)	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
<i>August 2013</i>	0.370%	0.527%	0.501%
<i>October 2013</i>	0.336%	0.506%	0.477%
<i>November 2013</i>	0.330%	0.492%	0.463%
<i>December 2013</i>	0.330%	0.462%	0.451%
<i>January 2014</i>	0.316%	0.441%	0.432%
Corresponding Libor Rate	0.158%	0.161%	0.157%
Fail Rate	200%	275%	275%

MTA DEBT OUTSTANDING (\$ in Millions)

2/7/2014

Type of Credit	Underlying Ratings (Moody's /S&P / Fitch/ Kroll)	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	3.68	
	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	2.08	
	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	
<b>Total</b>				<b>25,150.015</b>	<b>16,634.010</b>	<b>1,325.570</b>	<b>1,168.240</b>	<b>19,127.820</b>	<b>4.12</b>	
									<b>WATIC</b>	
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	2.51	
	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	3.73	
	2003B	12/9/03	1/1/2033	250.000	-	192.915	-	192.915	2.43	
	2005A	5/10/05	11/1/2035	150.000	-	101.965	24.060	126.025	2.88	
	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)

2/7/2014

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			
		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	
	TBTA BANS	2014A	2/6/2014	5/15/2015	100,000	-	-	-	100,000	0.62	
		2014A	2/6/2014	11/15/2044	250,000	250,000	-	-	250,000	4.28	
		<b>Total</b>			<b>9,963,608</b>	<b>5,585,265</b>	<b>548,625</b>	<b>800,060</b>	<b>7,033,950</b>	<b>3.60</b>	
											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	1.62	
		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	
		<b>Total</b>			<b>3,348,950</b>	<b>1,470,455</b>	<b>201,020</b>	<b>95,300</b>	<b>1,766,775</b>	<b>3.67</b>	
											WATIC
MTA Dedicated Tax Fund Bonds (AA/AA-)		2002B	9/4/02	11/1/2022	440,000	116,050	311,800	-	427,850	1.76	
		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)
		<b>Total</b>			<b>5,978,565</b>	<b>4,340,965</b>	<b>452,705</b>	<b>334,905</b>	<b>5,128,575</b>	<b>3.87</b>	
											WATIC
MTA Certificates of Participation (2 Broadway) (Caa2/CC/NR)		2004A	9/21/04	1/1/2030	357,925	-	-	95,650	95,650	4.09	(2)
		<b>Total</b>			<b>357,925</b>	<b>-</b>	<b>-</b>	<b>95,650</b>	<b>95,650</b>	<b>4.09</b>	
											WATIC
		<b>All MTA Total</b>			<b>44,799,063</b>	<b>28,030,695</b>	<b>2,527,920</b>	<b>2,494,155</b>	<b>33,152,770</b>	<b>3.94</b>	
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	
		<b>Total</b>			<b>2,395,205</b>	<b>315,495</b>	<b>-</b>	<b>-</b>	<b>315,495</b>	<b>5.24</b>	
											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.

**[THIS PAGE INTENTIONALLY LEFT BLANK]**

# Staff Summary



<b>Subject:</b> 2013 TBTA Operating Surplus
<b>Department:</b> Finance
<b>Department Head Name</b> Donald Spero <i>DS</i>
<b>Department Head Signature</b>
<b>Project Manager Name</b> James Elkin <i>JE</i>

<b>Date</b> February 10, 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	MTA B&T Committee	02/24/14			
2	MTA Finance Committee	02/24/14			
3	MTA Board	02/26/14			

Internal Approvals			
Order	Approval	Order	Approval
2	President	<i>JS</i>	VP Staff Services
	Executive Vice President		VP Procurement & Materials
	General Counsel		VP Labor Relations
	VP Operations		VP & Chief Engineer

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
1	Chief Financial Officer <i>DS</i>		Chief Technology Officer		Chief Health & Safety Officer		Chief EEO Officer
	Chief Security Officer		Chief Maintenance Officer		MTA Office of Civil Rights		Other

**PURPOSE:**

To obtain MTA Board approval of resolutions which will:

- Certify and transfer \$614,210,249 operating surplus to the MTA and NYCTA pursuant to Section 1219-a(2)(b) of the Public Authorities Law of the State of New York.
- Transfer \$131,302 representing 2013 investment income to the MTA pursuant to Section 569-c of the Public Authorities Law of the State of New York.
- Deduct from the operating revenues of the Triborough Bridge and Tunnel Authority for its fiscal year ending December 31, 2014 the amount of \$25,895,344, which amount shall be paid into the Necessary Reconstruction Reserve established by the Authority by resolution adopted March 29, 1968.
- Deduct from the operating revenues of the Triborough Bridge and Tunnel Authority for its fiscal year ending December 31, 2014 and set aside into a special account, an amount determined from time to time by such Authority to help fund post-retirement liabilities other than pension benefits of its employees.
- Advance the 2014 TBTA Surplus as per attached Resolution.

**DISCUSSION:**

The attached calculation and letter from Deloitte & Touche LLP represents the Triborough Bridge and Tunnel Authority's operating surplus for fiscal year ending December 31, 2013. The amount of surplus available for transfer to the MTA and NYCTA is \$614,210,249. The amount of investment income that is surplus funds and available to transfer to MTA for fiscal year 2013 is \$131,302. It is also requested to set aside \$25,895,344 from operating revenues of the Triborough Bridge and Tunnel Authority for fiscal year ending December 31, 2014. This money will be used to pay for the cost and expense of current and anticipated necessary construction for the TBTA facilities. It is also requested to set aside into a special account, from operating revenues of the Triborough Bridge and Tunnel Authority for fiscal year ending December 31, 2014 an amount determined from time to time by such Authority to help fund post-retirement liabilities other than pension benefits of its employees.

**BUDGET IMPACT:** None.

**ALTERNATIVES:** None.

The legal name of MTA Bridges and Tunnels is Triborough Bridge and Tunnel Authority.

Attachment

February 26, 2014

RESOLVED, that the Chairman and Chief Executive Officer be, and he hereby is, authorized to certify to the Mayor of the City of New York and to the Chairman of the Metropolitan Transportation Authority, that for the purposes of Section 1219-a (2) (e) of the Public Authorities Law of the State of New York, the amount of the Authority's operating surplus for its fiscal year ending December 31, 2013 is \$614,210,249.

RESOLVED, that this Authority hereby makes the following determination in respect of its operating surplus for its fiscal year ending December 31, 2013, for the purposes of Section 1219-a (2)-(e) of the Public Authorities Law of the State of New York:

Operating Revenue	\$ 1,675,680,341
Operating Expense	<u>409,495,773</u>
	\$ 1,266,184,568
Establishment of Necessary Reconstruction Reserve Account	(25,415,000)
GASB Reserve	(3,077,000)
Debt Service on Bonds	(605,954,158)
Interest Income on Unexpended Bond Proceeds and Debt Service Fund	155,632
Purchase of Capital Assets Funded from Operations	(14,525,301)
Increase in Prepaid Expenses and other Adjustments	<u>(3,158,492)</u>
Operating Surplus	<u>\$ 614,210,249</u>

February 26, 2014

RESOLVED, that the amount of \$131,302 representing the Authority's investment income for the year 2013 is determined to be surplus funds of the Authority; and be it further

RESOLVED, that the amount of \$131,302 be transferred and paid over to Metropolitan Transportation Authority in a lump sum as soon as practicable pursuant to Section 569-c of the Public Authorities Law.

RESOLVED, that there be set aside and deducted from the operating revenues of the Triborough Bridge and Tunnel Authority for its fiscal year ending December 31, 2014 the amount of \$25,895,344 which amount shall be paid into the Necessary Reconstruction Reserve established by the Authority by resolution adopted March 29, 1968. Money credited to the Reserve, together with interest income earned thereon, are to be applied to the payment of the cost and expense of current and anticipated necessary construction of each of the TBTA Facilities within the meaning of the General Resolution Authorizing General Revenue Bonds (the "General Revenue Bond Resolution") of the Authority adopted on March 26, 2002.

RESOLVED, that the monies thus authorized will be advanced monthly during the fiscal year ending December 31, 2014 and used for the purposes of payment of the cost and expense of necessary construction of each of the TBTA Facilities.

RESOLVED, that there be set aside into a special account and deducted from the operating revenues of the Triborough Bridge and Tunnel Authority for its fiscal year ending December 31, 2014 an amount determined from time to time by such Authority to help fund post-retirement liabilities other than pension benefits of its employees.

RESOLVED, pursuant to the provisions of paragraphs (b), (c), and (d) of subdivision 2 of Section 1219-a of the Public Authorities Law, that the Chairman and Chief Executive Officer is authorized in his discretion, to advance to Metropolitan Transportation Authority and New York City Transit Authority monthly, out of funds in the General Fund created by the General Revenue Bond Resolution which are attributable to the operations of the 2014 fiscal year (other than funds arising out of the investment of monies of the Authority) and which have been released and paid over to the Authority free and clear of the lien and the pledge of the General Revenue Bond Resolution as provided in Section 506 thereof, an aggregate amount not to exceed 90% of the Chairman's estimate of the sum which that month's operations, if available, will contribute to the "operating surplus" of the Authority which he anticipates will or may be certified and transferred for the fiscal year in which such month falls; and

February 26, 2014

RESOLVED, that the monies thus authorized to be advanced monthly shall be apportioned between Metropolitan Transportation Authority and New York City Transit Authority and paid as follows:

1. The first \$1.8 million to New York City Transit Authority;
2. Fifty percentum of the remainder to New York City Transit Authority (less applicable bond service); and
3. The remainder to Metropolitan Transportation Authority (less applicable bond service).



Deloitte & Touche LLP  
30 Rockefeller Plaza  
New York, NY 10112-0015  
USA

Tel: +1 212 492 4000  
Fax: +1 212 492 5000  
www.deloitte.com

## INDEPENDENT ACCOUNTANTS' REPORT ON APPLYING AGREED-UPON PROCEDURES

Members of the Board  
Metropolitan Transportation Authority  
New York, New York

We have performed the procedures enumerated in Exhibit B, which were agreed to by the Triborough Bridge and Tunnel Authority (the "Authority"), a public benefit corporation which is part of the related financial reporting group of the Metropolitan Transportation Authority ("MTA"), solely to assist you in agreeing financial information presented in the Schedule of Operating Surplus for the year ended December 31, 2013 (Exhibit A) to the accounting records of the Authority. Authority's management is responsible for the Authority's accounting records and the preparation of the Schedule of Operating Surplus (Exhibit A) and Supporting Schedule to the Schedule of Operating Surplus (Exhibit C) for the year ended December 31, 2013. This agreed-upon procedures engagement was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants. The sufficiency of those procedures is solely the responsibility of the Authority. Consequently, we make no representation regarding the sufficiency of the procedures described in Exhibit B either for the purpose for which this report has been requested or for any other purpose.

We were not engaged to, and did not, conduct an examination, the objective of which would be the expression of an opinion on the specified elements, accounts, or items. Accordingly, we do not express such an opinion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

This report is intended solely for the information and use of the Authority, Metropolitan Transportation Authority and MTA New York City Transit Authority and is not intended to be and should not be used by anyone other than these specified parties.

February 5, 2014

Member of  
Deloitte Touche Tohmatsu

**TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY****SCHEDULE OF OPERATING SURPLUS  
YEAR ENDED DECEMBER 31, 2013**

---

OPERATING REVENUES (Note 2)	\$ 1,675,680,341
OPERATING EXPENSES (Note 3)	<u>(409,495,773)</u>
NET OPERATING REVENUE	1,266,184,568
INCREASE IN PREPAID EXPENSES AND OTHER ADJUSTMENTS (Note 3)	(3,158,492)
DEBT SERVICE ON BONDS (Note 4)	(605,954,158)
INTEREST INCOME ON UNEXPENDED BOND PROCEEDS AND DEBT SERVICE FUNDS (Note 5)	155,632
ESTABLISHMENT OF GASB 43 RESERVE ACCOUNT (Note 8)	(3,077,000)
PURCHASE OF CAPITAL ASSETS FUNDED FROM OPERATIONS (Note 6)	(14,525,301)
ESTABLISHMENT OF NECESSARY RECONSTRUCTION RESERVE ACCOUNT (Note 7)	<u>(25,415,000)</u>
OPERATING SURPLUS	<u>\$ 614,210,249</u>

See Independent Accountants' Report on Applying  
Agreed-Upon Procedures and accompanying notes.

**TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY****NOTES AND AGREED-UPON PROCEDURES PERFORMED  
IN CONNECTION WITH THE SCHEDULE OF  
OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2013 (Exhibit A)**

---

**1. OPERATING SURPLUS CALCULATION REQUIREMENTS**

- The operating surplus is calculated based upon Section 1219-a (2)(e) of the New York Public Authorities Law ("PAL") and various bond resolutions. This surplus is transferred to the Metropolitan Transportation Authority ("MTA") and the MTA New York City Transit Authority ("Transit"). The initial \$24 million in operating surplus is provided to Transit and the balance is divided equally between Transit and the MTA. Transit and the MTA are operationally and legally independent of the Triborough Bridge and Tunnel Authority (the "TBTA"), however, Transit and the TBTA are included in the MTA's financial statements because of the MTA's financial accountability for these entities and they are under the discretion of the MTA Board.

**2. OPERATING REVENUES**

- Agreed "Operating Revenues" (net of other revenues) of the TBTA appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger of the TBTA noting no differences. We discussed with management their policy for recording operating revenue and they indicated that operating revenues were recorded using the accrual basis of accounting. We have been informed that operating revenues excluded interest income.

**3. OPERATING EXPENSES**

- Agreed the aggregated "Operating Expenses" of the TBTA appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger of the TBTA noting no differences. We discussed with management their policy for recording operating expenses and they indicated that operating expenses were recorded using the accrual basis of accounting.
- Agreed the following expense items to the general ledger: "Interest Expense and Debt Service Related Expenses" and "Reimbursement of Personnel Costs," as noted on Exhibit C, which have been netted against salaries and fringe benefits and noted no differences.
- Recalculated the "Increase in Prepaid Expenses and Other Adjustments" appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger. We were informed that the operating expenses were adjusted to include amounts charged to prepaid expenses and deferred charges on a cash basis of accounting. We also have been informed that no cash adjustments were made for changes in accounts payable, accrued expenses or accounts receivable.

## TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

### NOTES AND AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2013 (Exhibit A)

---

#### 4. DEBT SERVICE

- Agreed "Debt Service on Bonds" appearing on the Schedule of Operating Surplus (Exhibit A) for the following bonds to the TBTA debt service schedules:
  - General Revenue Bonds, and
  - Subordinate Revenue Bonds.
- Agreed "Debt Service on Bonds" on the TBTA's portion of debt service on the 2 Broadway Certificates of Participation to the TBTA debt service schedules.
- We have been informed that the debt service on the Convention Center Bonds was funded by the State of New York.

#### 5. INTEREST INCOME

- Agreed the aggregated amounts of "Interest Income on Unexpended Bond Proceeds and Debt Service Funds" (excluding the Convention Center Bonds) appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger and noted no differences. We have been informed that interest income is excluded from "Operating Revenues" on the Schedule of Operating Surplus.
- Agreed the aggregated "Interest Income on Unexpended Bond Proceeds and Debt Service Funds" appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger and noted no differences. We have been informed that interest income on the debt service fund investments consists of income from (1) the debt service funds established in connection with the 2 Broadway Certificates of Participation to the extent attributable to the TBTA's portion of debt service thereon, and (2) the debt service funds established in connection with the TBTA bonds from their respective dates of issuance. We have been informed that this amount was included in the computation of operating surplus as a reduction of debt service cost therefore, increasing operating surplus.
- We have been informed that the interest income on Convention Center Bond investments, which consists of interest income from the Convention Center Bond Funds, was applied to reduce the amount due from New York State and was excluded from "Operating Revenues" and "Interest Income on Unexpended Bond Proceeds and Debt Service Funds" on the Schedule of Operating Surplus (Exhibit A).

#### 6. CAPITAL ASSETS FUNDED FROM OPERATIONS

- Agreed the amount "Purchase of Capital Assets Funded From Operations," which represents amounts paid and capitalized for vehicles and other fixed assets, appearing on the Schedule of

## TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

### NOTES AND AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2013 (Exhibit A)

---

Operating Surplus (Exhibit A) to the general ledger and noted a difference of \$14,618. We have been informed that these amounts were funded from operations and that such amounts represent a reduction of operating surplus appearing on the Schedule of Operating Surplus (Exhibit A).

#### 7. NECESSARY RECONSTRUCTION RESERVE

- Agreed the amount appearing on the Schedule of Operating Surplus (Exhibit A) as "Establishment of Necessary Reconstruction Reserve Account" to the MTA Bridges and Tunnels November Financial Plan 2014-2017 to set aside and reduce operating surplus by \$25,415,000 (The Necessary Reconstruction Reserve Account was established by the TBTA by resolution adopted March 29, 1968) and noted no differences. We have been informed that this amount, together with interest income thereon, is to be used to fund reconstruction of present facilities within the meaning of the TBTA's General Revenue Bond Resolution.

#### 8. GASB 43 RESERVE

- Agreed the amount appearing on the Schedule of Operating Surplus (Exhibit A) as "Establishment of GASB 43 Reserve Account" of \$3,077,000 the MTA Bridges and Tunnels November Financial Plan 2014-2017 which was approved by the Finance Committee. We have been informed that the MTA Bridges and Tunnels November Financial Plan 2014-2017, which was approved by the Finance Committee, authorizes the establishment of the GASB 43 Reserve. GASB 43 refers to Governmental Accounting Standards Board Statement No. 43, *Financial Reporting for Postemployment Benefit Plans Other Than Pension Plans*. The GASB 43 Reserve Account was established by the TBTA by resolution adopted December 13, 2006. We have been informed that this amount, together with interest income, thereon, is to be used to fund post-retirement liabilities other than pension benefits.

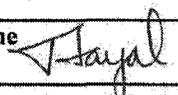
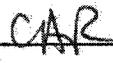
\* \* \* \* \*

## TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

### SUPPORTING SCHEDULE TO THE SCHEDULE OF OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2013

TOTAL REVENUES		\$ 1,675,811,643
LESS INTEREST INCOME		<u>131,302</u>
OPERATING REVENUES (Exhibit A)		\$ <u>1,675,680,341</u>
TOTAL EXPENSES		\$ 780,298,390
LESS: Interest Expense and Debt Service Related Expenses	\$355,653,877	
Reimbursement of Personnel Costs	<u>15,148,740</u>	<u>370,802,617</u>
OPERATING EXPENSES (Exhibit A)		\$ <u>409,495,773</u>
PREPAID EXPENSES AND OTHER ADJUSTMENTS:		
Balance December 31, 2012	\$ 19,258,875	
Balance December 31, 2013	<u>22,417,367</u>	
INCREASE IN PREPAID EXPENSES AND OTHER ADJUSTMENTS (Exhibit A)		\$ <u>3,158,492</u>
DEBT SERVICE:		
TBTA	\$215,572,141	
MTA	122,909,898	
NYCTA	<u>267,316,487</u>	
Subtotal	605,798,526	
INTEREST INCOME ON UNEXPENDED BOND PROCEEDS AND DEBT SERVICE FUNDS	<u>155,632</u>	
TOTAL DEBT SERVICE ON BONDS (Exhibit A)		\$ <u>605,954,158</u>

# Staff Summary

<b>Subject</b> Mortgage Recording Tax – Escalation Payments to Dutchess, Orange and Rockland Counties						<b>Date</b> February 24, 2014			
<b>Department</b> Chief Financial Officer / Treasury Department						<b>Vendor Name</b>			
<b>Department Head Name</b> Robert E. Foran , Chief Financial Officer						<b>Contract Number</b>			
<b>Department Head Signature</b> 						<b>Contract Manager Name</b>			
<b>Division Head Name</b> Vinay T. Dayal 						<b>Table of Contents Ref #</b>			
<b>Board Action</b>						<b>Internal Approvals</b>			
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>	<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>
1	Finance Comm.	2/24/2014	X			1	Legal 	2	Chief of Staff 
2	Board	2/26/2014	X						

**I. Purpose**

To seek Finance Committee and MTA Board approval to authorize MRT-2 escalator payments to Dutchess, Orange and Rockland counties.

**II. Discussion**

The MTA statute requires that certain “mass transportation operating assistance” payments be made by the MTA to Dutchess, Orange and Rockland counties from MTA’s MRT-2 receipts. (These payments are made from funds established by PAL §1270-a, the Metropolitan Transportation Authority Special Assistance Fund, from which monies are transferred to the Metropolitan Transportation Authority Dutchess, Orange and Rockland Fund created by PAL §1270-b.) Under the statute, Dutchess and Orange Counties are each to receive no less than \$1.5 million annually, and Rockland County is to receive no less than \$2.0 million annually. The counties were paid these amounts in quarterly installments during 2013.

In addition to providing these minimum mass transportation operating assistance payments, the statute provides for an “escalator payment” based on the percentage by which total MRT-1 and MRT-2 receipts attributable to such county exceeds the receipts received in 1989 from such county. Pursuant to PAL §1270-a (4)(c), the MRT-1 increase is to be calculated as if the MRT-1 tax was 25 cents per \$100 of mortgage recorded and not the current 30 cents per \$100 of mortgage recorded. The escalator payment due each county based on the FY 2013 MRT receipts is determined as follows:

$$(FY2013 \text{ MRT Receipts} - FY1989 \text{ Base Year MRT Receipts}) / FY1989 \text{ Base Year MRT Receipts} = \text{Escalator Rate}$$

$$\text{Escalator Rate} \times \text{Minimum Mass Transit Operating Assistance Payment} = \text{Escalator Payment}$$

# Staff Summary

The results of the above formulas for each county are:

<u>County</u>	<u>1989 Base Year MRT Receipt</u>	<u>2013 MRT Receipts Adj.<sup>1</sup></u>	<u>Escalator Rate</u>	<u>Escalator Payments</u>
Dutchess Cty	\$3,569,702.51	\$4,825,851.26	35.19%	\$ 527,837.58
Orange Cty	\$4,433,935.06	\$6,967,821.18	57.15%	\$ 857,213.54
Rockland Cty	\$4,524,064.27	\$7,824,908.54	72.96%	<u>\$1,459,238.45</u>
			Total	<u>\$2,844,289.57</u>

### III. Recommendations

It is recommended that the Board authorize escalator payments totaling \$2,844,289.57 to Dutchess, Orange and Rockland counties from available funds on deposit in the MRT-2 Corporate Transportation Account.

<sup>1</sup> The actual 2013 gross receipts for each of the counties was:

Dutchess Cty	\$5,408,266.71
Orange Cty	\$7,757,005.58
Rockland Cty	\$8,679,415.40

# Staff Summary



<b>Subject</b> Verrazano Narrows Bridge Rebate Program
<b>Department</b> Finance
<b>Department Head Name</b> Robert E. Foran, Chief Financial Officer
<b>Department Head Signature</b> 

<b>Date</b> February 24, 2014
<b>Table of Contents Ref #</b>

Order	To	Board Action				Internal Approvals			
		Date	Approval	Info	Other	Order	Approval	Order	Approval
1	MTA B&T Comm.	2/24	X			1	Legal		
2	Finance Comm.	2/24	X			2	Chief of Staff		
3	Board	2/26	X						

**PURPOSE:**

To adopt the annexed resolution delegating authority to the MTA Chairman and Chief Executive Officer to take such actions as may be necessary or appropriate in connection with the two proposed MTA toll rebate programs at the Verrazano Narrows Bridge (VNB) which are outlined in Exhibit A annexed hereto and summarized below.

**DISCUSSION:**

New York State Legislative funds are being specially allocated to the MTA to support the following two proposed Verrazano Narrows Bridge rebate programs:

VNB Staten Island Resident Rebate Program. Under this program (the VNB SIR Rebate Program), the MTA would rebate \$0.50 of the \$6.00 SIR E-ZPass toll paid by Staten Island residents with three or more trips per month across the VNB, where tolls are collected only in the Staten Island-bound direction in accordance with federal law, and would rebate \$0.86 of the \$6.36 SIR E-ZPass toll paid by Staten Island residents with one or two trips per month across the VNB. As a result of these proposed MTA rebates, Staten Island residents would pay \$5.50 per trip across Verrazano Narrows Bridge.

Staten Island residents are uniquely disadvantaged by the MTA district's transportation network charges in that the VNB is their sole means of vehicular access to the rest of New York City. In the past, the Legislature has recognized this class of citizens in legislation designed to reduce the toll rate which accrues to these residents for crossings over the Verrazano Narrows Bridge. Using Legislative funds being allocated to the MTA and other appropriate funds to implement a Staten Island Resident Toll Rebate Program on the Verrazano Narrows Bridge would help further reduce the burden suffered by geographically isolated Staten Island residents who have little or no practical access to mass transit, in a manner consistent with the MTA's mandate of providing a seamless transportation network for the region and the MTA's statutory purposes to develop and implement a unified transportation policy for the MTA transportation district. Moreover, the Rebate Program's effective reduction of the VNB toll for those Staten Island residents who need to drive for employment and other purposes could increase the use of other TBTA facilities, as well as the use of the E-ZPass system, and facilitate travel to points beyond.

VNB Commercial Rebate Program. Under this program (the VNB Commercial Rebate Program), the MTA would rebate 20% of the E-ZPass toll for trucks and other commercial vehicles with more than ten (10) trips per month across the Verrazano Narrows Bridge, where tolls are collected only in the Staten Island-bound direction in accordance with federal law, using the same New York Customer Service Center (NYCSC) E-ZPass Account. Eligible trucks and other commercial vehicles on the VNB would receive a 20% rebate of their NYCSC E-ZPass tolls, as listed in this chart:

# Staff Summary

2 axle: Current:	\$19.24	With the rebate:	\$15.43
3 axle: Current:	\$31.52	With the rebate:	\$25.29
4 axle: Current:	\$40.28	With the rebate:	\$32.31
5 axle: Current:	\$52.52	With the rebate:	\$42.13
6 axle: Current:	\$61.28	With the rebate:	\$49.16
7 axle: Current:	\$73.52	With the rebate:	\$58.98

A VNB Commercial Rebate Program would be anticipated to facilitate regional mobility; support increased economic activity and promote economic growth throughout the region; encourage trucks and other commercial vehicles using the Verrazano Narrows Bridge to enroll in the E-ZPass system; and might encourage those vehicles to also use *other* TBTA facilities, thereby promoting increased and more effective use of the facilities, services, and systems of the TBTA, and facilitate travel to points beyond.

## FINANCIAL IMPACT:

The projected annualized cost of the VNB Toll Rebate Programs would be \$14 million, with \$7 million for the VNB SIR Rebate Program and \$7 million for the VNB Commercial Rebate Program. The VNB Rebate Programs would be funded equally by Legislative funds and MTA funds. As provided in the accompanying resolution, the VNB Toll Rebate Programs would be implemented only for such periods of operation in which the Legislative funds have been provided to MTA sufficient for half the expense of the VNB Rebate Programs. In the event that such Legislative funds allocated to the MTA for this purpose are depleted before the next such allocation of funds, the VNB Rebate Programs will cease and Staten Island residents will be charged the applicable resident discount toll and trucks and other commercial vehicles will be charged the applicable NYCSC E-ZPass toll for the Verrazano Narrows Bridge.

It is anticipated that the rebates would require several months to implement and would be effective as of April 1, 2014. Consequently, the projected financial impact in the MTA's 2014 Budget would be for 3 quarters of the calendar year or \$5.25 million, with the remainder in the MTA's 2015 Budget. MMTOA funding for the MTA included in the Governor's 2015 Executive budget is \$5.5 million higher than the MMTOA funding reflected in our 2014 Budget. MTA Budget would propose using these anticipated receipts to fund MTA's share of the Rebate Programs.

## RECOMMENDATION:

It is recommended that the Board adopt the attached resolution delegating to the MTA Chairman and Chief Executive Officer authority to take such actions as he may deem necessary or appropriate in connection with the proposed VNB SIR Rebate Program and the VNB Commercial Rebate Program, including conducting environmental review of the proposed VNB Rebate Programs as may be required by the State Environmental Quality Review Act, prior to making a determination to implement such programs.

## RESOLUTION

### METROPOLITAN TRANSPORTATION AUTHORITY and TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

WHEREAS, the Metropolitan Transportation Authority (the "MTA") anticipates that Legislative funds of the State of New York will be made available to it, pursuant to agreement between the Governor and State Legislative leaders, to support implementation of proposed VNB Rebate Programs, viz., the VNB Staten Island Resident Rebate Program and the VNB Commercial Vehicle Rebate Program, as each is further described in Exhibit A annexed hereto;

WHEREAS, MTA has a mandate of providing a seamless transportation network for the region and a statutory purpose to develop and implement a unified transportation policy for the metropolitan commuter transportation district (the MCTD) served by the MTA subsidiary and affiliated agencies;

WHEREAS, a VNB Staten Island Resident Rebate Program providing for the rebate of a portion of the tolls charged to Staten Island residents on trips made across the Verrazano Narrows Bridge, using State Legislative funds and other MTA funds, implemented in a manner that would not materially or adversely affect the rights of Triborough Bridge and Tunnel Authority ("TBTA") bondholders, would help reduce or eliminate the unique disadvantage, and the appearance thereof, pertaining to travel of such residents between their residences and the rest of New York City;

WHEREAS, the effective reduction of such tolls, without adversely affecting the rights of TBTA bondholders, is expected to encourage Staten Island residents to enroll in the E-ZPass system and might encourage those residents who need to drive for employment and other purposes to also use *other* TBTA facilities, thereby promoting increased and more effective use of the facilities, services, and systems of the TBTA, and could facilitate travel to points beyond; and

WHEREAS, a program for rebating such tolls charged to such residents, as outlined in Exhibit A, for the foregoing reasons would appear to be a proper component of a unified and efficient mass transportation policy in the MCTD if supported by the allocation of Legislative funds to the MTA for this purpose, and accordingly warrants such environmental review as may be required by the State Environmental Quality Review Act;

WHEREAS, a VNB Commercial Rebate Program, implemented in the manner set forth in Exhibit A, which through the use of State Legislative funds and other MTA funds would provide a rebate of 20% of the E-ZPass toll for trucks and other commercial vehicles with more than ten (10) trips per month across the Verrazano Narrows Bridge using the same New York Customer Service Center (NYCSC) E-ZPass Account, implemented in a manner that would not materially or adversely affect the rights of TBTA bondholders, would facilitate regional mobility;

WHEREAS, the effective reduction of such tolls, without adversely affecting the rights of TBTA bondholders, would support increased economic activity and promote economic growth throughout the region, and would be expected to encourage trucks and other commercial vehicles using the Verrazano Narrows Bridge to enroll in the E-ZPass system and might encourage those vehicles to also use *other* TBTA facilities, thereby promoting increased and more effective use of the facilities, services, and systems of the TBTA, and could facilitate travel to points beyond; and

WHEREAS, a program for rebating such tolls charged for such trucks and other commercial vehicles for the foregoing reasons would appear to be appropriate to implement as part of a unified and efficient transportation policy for the MCTD if supported by the allocation of Legislative funds to the MTA for this purpose, and accordingly warrants such environmental review as may be required by the State Environmental Quality Review Act; and

WHEREAS, MTA anticipates that \$7 million of the funds that would be used to finance the VNB Rebate Programs, and costs associated therewith, will be derived from Legislative funds appropriated in this year's Budget and in any subsequent Budgets; and

WHEREAS, implementation and continuation of the VNB Rebate Programs would be dependent upon having sufficient funds to do so and should the Legislative funds allocated to the MTA for this purpose become depleted before the next such allocation of funds, it would become necessary for the VNB Rebate Programs to end and for Staten Island residents to be charged the applicable resident discount toll without such further rebate and trucks and other commercial vehicles will be charged the applicable NYCSC E-ZPass toll for the Verrazano Narrows Bridge without such further rebate; and

WHEREAS, in order to preserve and protect the financial condition of the MTA itself and of the TBTA, no toll rebate program shall include aggregate annual rebates that are projected by the MTA to exceed the average five-year historical monthly variation of TBTA revenues derived from all facilities of the TBTA;

NOW, THEREFORE, BE IT RESOLVED, that the Chairman/CEO of the MTA, in consultation with the President of TBTA and other appropriate officers of the MTA and TBTA, is hereby delegated authority to take such actions as he may deem necessary or appropriate in connection with the proposed VNB SIR Rebate Program and VNB Commercial Rebate Program, including (i) causing to be conducted such environmental review of the proposed VNB Rebate Programs as may be required by the State Environmental Quality Review Act; and (ii) following completion of such environmental review and its consideration by the Chairman/CEO and the President, determining whether to implement the VNB Rebate Programs, substantially as described on Exhibit A, *provided*, any implementation may not proceed before MTA's receipt of the Legislative funds anticipated to support such implementation. The Chairman/CEO of the MTA, in consultation with the President of TBTA, is further authorized to make such changes, alterations, modifications, and revisions to the procedures for implementing the VNB Rebate Programs as are not inconsistent with this Resolution.

Dated: February 24, 2014

## Exhibit A

### Proposed Operating Elements of the Verrazano Narrows Bridge (VNB) Staten Island Resident (SIR) and Commercial Rebate Programs

1. Under the VNB SIR Rebate Program, the MTA would rebate \$0.50 of the \$6.00 SIR E-ZPass toll paid by Staten Island residents with three or more trips per month across the Verrazano Narrows Bridge (VNB), where tolls are collected only in the Staten Island-bound direction in accordance with federal law, and would rebate \$0.86 of the \$6.36 SIR E-ZPass toll paid by Staten Island residents with one or two trips per month across the VNB.

2. Under the VNB Commercial Rebate Program, the MTA would rebate 20% of the E-ZPass tolls for trucks and other commercial vehicles with more than ten (10) trips per month across the Verrazano Narrows Bridge, where tolls are collected only in the Staten Island-bound direction in accordance with federal law, using the same New York Customer Service Center (NYCSC) E-ZPass Account. Eligible trucks and other commercial vehicles on the VNB would receive a 20% rebate of their NYCSC E-ZPass tolls, as listed in this chart:

2 axle: Current: \$19.24	With the rebate: \$15.43
3 axle: Current: \$31.52	With the rebate: \$25.29
4 axle: Current: \$40.28	With the rebate: \$32.31
5 axle: Current: \$52.52	With the rebate: \$42.13
6 axle: Current: \$61.28	With the rebate: \$49.16
7 axle: Current: \$73.52	With the rebate: \$58.98

3. Funding for the costs of the VNB SIR Rebate Program and the VNB Commercial Rebate Program (collectively, the VNB Rebate Programs) would come from Legislative funds allocated to the MTA and other appropriate MTA funds and such funds shall be remitted to TBTA.

4. Moneys to fund a year's estimated costs for the VNB Rebate Programs would be transferred by MTAHQ to TBTA prior to implementation of the VNB Rebate Programs each year. The effective date of the first VNB Rebate Program year would be April 1, 2014. Each successive VNB Rebate Program year would start 12 months later provided the Legislature has adopted a Budget or otherwise appropriated to the MTA funds sufficient for half the costs of the VNB Rebate Programs.

5. At the beginning of the VNB Rebate Program year, TBTA would increase its liability for the VNB Rebate Programs by the amount transferred from MTAHQ. The E-ZPass New York Customer Service Center would credit E-ZPass accounts for Staten Island Residents with three or more trips per month across the VNB with the amount of \$0.50 for each such trip. The NYCSC would credit E-ZPass accounts for Staten Island Residents with one or two trips per month across the VNB with the amount of \$0.86 for each such trip. The NYCSC would credit E-ZPass Accounts with more than ten (10) trips per month across the

VNB by trucks or other commercial vehicles with an amount equal to 20% of the NYCSC E-ZPass toll per trip, as listed in this chart:

2 axle: \$ 3.81  
3 axle: \$ 6.23  
4 axle: \$ 7.97  
5 axle: \$10.39  
6 axle: \$12.12  
7 axle: \$14.54

At least monthly, TBTA would draw down on the liability for the VNB Rebate Programs based on the total number of such trips charged against Staten Island resident and NYCSC E-ZPass Accounts. The drawn down amount would be added to TBTA toll revenues. (The TBTA's responsibility to do so would be capped at the amount in the fund for the VNB Rebate Programs.) MTAHQ would use Legislative funds allocated to the MTA and other appropriate MTA funds to reimburse TBTA for the cost of any charges levied by the service center provider in connection with the VNB Rebate Programs.

6. If, in the judgment of TBTA during the course of a VNB Rebate Program year, funds in the account for the VNB Rebate Programs were likely to be less than the amount of a year's potential rebates, TBTA could request supplemental funds of MTAHQ, but the provision of such funds would be subject to regular MTAHQ budget procedures, including Board approval when required. In the event that funds are not on deposit in the account for the VNB Rebate Programs at the time and in the amount necessary to effectuate the credit, participants in the VNB SIR Rebate Program would be charged the applicable resident discount toll rate without such further rebate and trucks and other commercial vehicles in the VNB Commercial Rebate Program would be charged the applicable NYCSC E-ZPass toll rate without such further rebate for their trips across the Verrazano Narrows Bridge.



# Staff Summary

<b>Subject</b> Request for Authorization to Award Various Procurements
<b>Department</b> Executive
<b>Department Head Name</b> Bob Foran
<b>Department Head Signature</b>
<b>Division Head Name</b> Angel Barbosa <i>Bob Foran for AB</i>

<b>Date</b> February 18, 2014
<b>Vendor Name</b> Various
<b>Contract Number</b> Various
<b>Contract Manager Name</b> Various
<b>Table of Contents Ref #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance	2/24/2014			
2	Board	2/26/2014			

Internal Approvals			
Order	Approval	Order	Approval
1	Procurement <i>for AB</i>	3	CFO <i>AK</i>
2	Legal <i>AB</i>		

**PURPOSE:**

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

**DISCUSSION:**

# of Actions    \$ Amount

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

None    None

MTAHQ proposes to award Competitive procurements in the following categories:

Schedules Requiring Majority Vote

Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	1	\$ 300,000.00
Schedule F: Personal Services Contracts	3	\$ 8,112,291.00

**SUBTOTAL**    4    \$ 8,112,291.00

MTAHQ presents the following procurement actions for Ratification:

None    None

**TOTAL**    4    \$ 8,412,291.00

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

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

## BOARD RESOLUTION

### METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in the annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.

2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals and authorizes the solicitation of such proposals.

3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.

4. The Board ratifies each action taken set forth in Schedule D for which ratification is requested.

5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; v) the contract modifications to purchase and public work contracts set forth in Schedule I; and vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.

6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.

7. The Board authorizes the budget adjustments to estimated quantity contracts set forth in Schedule L.

**LIST OF PROCUREMENTS FOR BOARD APPROVAL, FEBRUARY 2014**  
**COMPETITIVE PROCUREMENTS**

**METROPOLITAN TRANSPORTATION AUTHORITY**

*Procurements Requiring Majority Vote:*

**C. Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)**  
(Staff Summaries required for items requiring Board approval)

1. **As-Needed Purchase of Canines** **\$300,000**  
**For MTA Police Department** (not-to-exceed)  
**Contract Nos. 13180-0100 thru 0800**
- a. Alabama Canine Law Enforcement Officer's Training Center, Inc.
  - b. Blue Rebel K9, LLC
  - c. Cobra Canine LLC
  - d. Law Enforcement Training Services LLC
  - e. iK9, LLC
  - f. Shallow Creek Kennels Inc.
  - g. Controlled F.O.R.C.E. K9
  - h. East Coast K-9 Academy, LLC (dba Connecticut Canine Services)

Competitively negotiated – 8 proposals – 36 months

Contractors to provide, on an as needed basis, canines for dual purposes of explosive detection and patrol duties. Currently, the MTA Police Department (MTAPD) has a Canine Unit of fifty (50) deployed canine teams (i.e. handler and canine). Canines have a working life of approximately 7-9 years and must be regularly replaced due to age related health issues. Over the next 3 years many canines that were purchased will be retired because of age and health issues. Prior to the purchase of any canine, all canines must undergo long and rigorous testing and evaluation to ensure that they meet the requirements to perform their duties in the MTA's environment. It is necessary to award multiple contracts in order to provide MTAPD with several sources to ensure the ability to acquire qualified canines when necessary.

The initial unit costs from the above vendors ranged from \$7,000 to \$10,000 per canine and were negotiated down to \$6,950 to \$9,000, a savings of \$50 to \$1,000. Under the previous three-year contracts approved by the Board on October 27, 2010, the unit costs ranged from \$6,000 to 7,800, an increase of \$950 to \$1,200. This increase is due to the acute demand of explosive detection canines from Federal, State, local governments as well as private businesses.

After undertaking a thorough analysis, the MTA's Department of Diversity and Civil Rights determined not to assign any goals to this contract due to the highly specialized nature of the work and the unavailability of MWBE subconsultants to perform the work.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**COMPETITIVE PROCUREMENTS**

**F. Personal Service Contracts**

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

2. **Gartner, Inc.** **\$196,092**  
**Assistance with MTA IT Transformation** (not-to-exceed)  
**Contract No. 14037-0100**  
Ride OGS Contract PS66085 – 12 months  
MTA seeks to ride a New York State Contract to provide as-needed Information Technology (IT) Consulting Services to assist MTA with its IT Transformation Initiative. MTA has recently undertaken this initiative to consolidate all of the MTA agencies' information technology divisions into a unified MTA Headquarters department. In order to achieve and accelerate this initiative, the MTA wishes to engage Gartner, Inc., the world's leading information technology research and advisory company, to assist in supporting the following goals: (i) develop a comprehensive MTA integrated IT transformation roadmap; (ii) ensure that appropriate sequence activities and IT resources are aligned with critical business priorities and objectives; (iii) develop a comprehensive organization change management plan and (iv) assist in the implementation of this initiative. Gartner is the only firm authorized under NY State Contract PS66085 to furnish these consulting services. No M/WBE goals were established under the OGS contract. The hourly rate for these services, which range from a low of \$290 to a high of \$495, is the same rate currently being paid by New York State, which is approximately 12-14% off of Gartner's commercial list price and is the same as Gartner's current Federal (GSA) pricing. There is no prior contract for these services with which this cost can be compared; however, the not-to-exceed cost of \$196,092 is considered fair and reasonable.
3. **Oracle America, Inc.** **\$7,641,199** **Staff Summary Attached**  
**All-Agency Software Implementation, Hosting** (Fixed)  
**and Training Services**  
**Contract No. 13229-0100**  
Competitively negotiated – 4 proposals – 60 months  
Vendor to provide all-agency, software implementation services, hosting and training for the Oracle Hyperion Planning consolidated budgeting system (Hyperion). Currently, MTAHQ and its agencies have non-integrated, standalone legacy systems that are obsolete and costly to maintain. Hyperion will replace the current systems. Oracle disclosed information that was considered Significant Adverse Information within the meaning of the All Agency Responsibility Guidelines. MTA-HQ reviewed such information and after due consideration thereof, determined that Oracle should be deemed a responsible bidder, a recommendation with which the Chairman has concurred. Oracle's original proposal in the amount of \$9,620,685 (Time and Material) was reduced to \$7,641,199 (Fixed Price) representing a savings of \$1,979,486 or 20% as a result of negotiations and MTA's request to change the proposed hardware platform. Additionally, Oracle's best and final is \$787,326 or 9.3% less than KPI's best and final proposal in the amount of \$8,428,525. There is no prior contract for these services with which this cost can be compared; however, the fixed cost of \$7,641,199 for the five year period is considered fair and reasonable.
4. **AFT Project at LIRR Facility** -- AFT to provide technical design, fabrication, crating, storage, delivery installation and oversight of installation of materials at the facility specified below.  
Competitively negotiated – 26 proposals – 36 months  
MTA Long Island Railroad Moe Brooker, Wyandanch Station Facility, Ronkonkoma Line  
**(\$275,000)**

# Staff Summary

## Schedule F: Personal Service Contracts



<b>Item Number:</b> <b>Dept &amp; Dept Head Name:</b> Executive, Bob Foran <b>Division &amp; Division Head Name:</b> Business Service Center, <u>Wael Hibri</u>						<b>SUMMARY INFORMATION</b> <b>Vendor Name:</b> Oracle America, Inc. <b>Contract Number:</b> 13229-0100 <b>Description:</b> All-Agency Software Implementation, Hosting and Training Services <b>Total Amount:</b> \$7,641,199 (Fixed) <b>Contract Term (including Options, if any)</b> March 3, 2014 through February 28, 2019 <b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <b>Procurement Type:</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive <b>Solicitation Type:</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: <b>Funding Source:</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Board Reviews</b>							
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>		
1	Finance	2/24/2014	X				
2	Board	2/26/2014	X				
<b>Internal Approvals</b>							
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>				
1	Procurement <i>[Signature]</i>	4	Diversity and Civil Rights <i>[Signature]</i>				
2	Business Service Center <i>[Signature]</i>	5	Legal <i>[Signature]</i>				
3	CFO <i>[Signature]</i>						

**Narrative**

**I. PURPOSE/RECOMMENDATION**

To recommend that the Board approve the award of a competitively negotiated, all-agency personal services contract to Oracle America, Inc. (Oracle) to provide software implementation services, hosting and training for the Oracle Hyperion Planning consolidated budgeting system (Hyperion) for a period of sixty (60) months from March 3, 2014 through February 28, 2019 for a fixed amount of \$7,641,199.

**II. DISCUSSION:**

Currently, MTAHQ and its agencies have non-integrated, standalone legacy budgeting systems that are obsolete and costly to maintain. Hyperion will replace the current systems at HQ and the agencies (LIRR and B&T are currently using Hyperion systems and will primarily require integration with PeopleSoft and the consolidated budget ) and when fully integrated will enable the following:

- Produce a consolidated budget for MTA and the Agencies which will provide clarity and transparency;
- Enable MTA and each agency to produce uniform individual budgets;
- Integrate the budgeting functionality to: i) Peoplesoft's Financial Management, Human Capital Management and Enterprise Performance Management

In order to provide these essential services a competitive Request for Proposal (RFP) was issued. The RFP was publicly advertised and letters advising potential proposers of the RFP's availability were sent to thirty-eight (38) firms including five (5) M/WBE Firms. Four (4) proposals were received. The Selection Committee, consisting of representatives from MTAHQ, Metro North Rail Road and New York City Transit evaluated the proposals based on the criteria set forth in the RFP and recommended that two of the four firms be invited to make oral presentations. Upon conclusion of the oral presentations, the Committee determined that two firms, Oracle and Key Performance Ideas, Inc. (KPI) were the most technically qualified and best suited firms to provide the services identified in the RFP. Negotiations were conducted with these two firms and after review of the best and final offers, Oracle was found to be the most technically qualified and most cost-effective proposer to provide the services. In addition to its lower price, Oracle will bring to bear significant knowledge of the inner architecture of the system which is deemed beneficial to the MTA.

# Staff Summary



Contract No. 13229-0100

Oracle disclosed information that was considered Significant Adverse Information within the meaning of the All Agency Responsibility Guidelines. MTA-HQ reviewed such information and after due consideration thereof, determined that Oracle should be deemed a responsible bidder, a recommendation with which the Chairman has concurred.

Oracle's original proposal in the amount of \$9,620,685 (Time and Material) was reduced to \$7,641,199 (Fixed Price) representing a savings of \$1,979,486 or 20% as a result of negotiations and MTA's request to change the proposed hardware platform. Additionally, Oracle's best and final is \$787,326 or 9.3% less than KPI's best and final proposal in the amount of \$8,428,525. There is no prior contract for these services with which this cost can be compared; however, the fixed cost of \$7,641,199 for the five year period is considered fair and reasonable.

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

The MTA's Department of Diversity and Civil Rights established 10% MBE and 10% WBE goals for this contract.

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

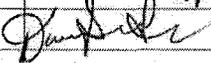
There is a centralized budget set aside residing in MTA Headquarters' 2014 budget.

### **V. ALTERNATIVES**

1. Perform the Services In-house. This is not a feasible alternative. MTA does not possess the internal resources to provide these services.
2. Do not Approve Award of the Contract. This alternative is neither economical nor efficient. This would severely curtail MTA's ability to implement a comprehensive and uniformed all-agency budgetary system.

# Staff Summary



Item Number <b>1</b>					
Division & Division Head Name: <b>VP Materiel, Stephen M. Plochochi</b>					
					
Board Reviews					
Order	To	Date	Approval	Info	Other
Internal Approvals					
Order	Approval	Order	Approval		
1	Materiel	5 <sup>NYC</sup> For RB	Executive VP		
2 X	Law	6	President 		
3 X	SVP Buses				
4 X	Budget				

SUMMARY INFORMATION	
Vendor Name	Contract Number
RFP Authorizing Resolution	B-40660
Description	
Purchase of up to 256 low floor 60-foot articulated diesel buses with an option to purchase up to 275 additional buses.	
Total Amount	
Cost To Be Determined	
Contract Term (including Options, if any)	
TBD	
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 type="checkbox"/> Federal <input type="checkbox"/> Other:	

**PURPOSE:**

To request that the Board determine that competitive bidding is impractical or inappropriate for the procurement of up to 256 low floor 60-foot articulated diesel buses for NYC Transit with an option to purchase up to an additional 275 buses, and that it is in the public interest to issue a competitive Request for Proposals (RFP) pursuant to subdivision 9(g) of §1209 of the Public Authorities Law.

**DISCUSSION:**

Subdivision 9(g) of §1209 of the Public Authorities Law permits NYC Transit to use a competitive RFP in lieu of competitive bidding to award a contract for the purchase or rehabilitation of rapid transit cars or omnibuses. NYC Transit is desirous of utilizing such a procedure with respect to the procurement of up to 256 low floor 60-foot articulated diesel buses. These articulated diesel buses will be purchased to replace aging high floor 60-foot diesel buses that have reached the end of their 12-year useful life.

The RFP process will allow NYC Transit to arrive at the best overall proposal through negotiations and evaluation based on criteria that reflect the critical needs of the agency. Upon completion of the RFP process, NYC Transit will obtain Board approval for the actual contract award.

By utilizing the RFP process, NYC Transit will be able to: 1) weigh factors such as overall project price, NYS content, overall quality of proposer and product including but not limited to reliability and fuel economy; 2) negotiate specific contract terms, such as warranty and payment terms; 3) negotiate technical matters as deemed appropriate; 4) include any other factors that NYC Transit deems relevant to its operation; and 5) potentially split the award in such a manner as deemed to be in the public interest provided that the terms and conditions offered by the proposers are commercially reasonable and the proposers' Best and Final Offers (BAFOs) are deemed to be within a reasonable competitive range. NYC Transit reserves the right to award the entire contract to a single proposer if there are substantial differences between the BAFOs received.

## Staff Summary

With respect to the option, if there is a split award on the base, it is anticipated that award of the option will be based upon obtaining proposals on a competitive basis from both awardees in the form of a "run-off" at the time the option is to be exercised, thus ensuring the best value for both the base and the option buses. In the event another bus manufacturer is deemed qualified before the "run-off," no option will be exercised and a new RFP will be conducted. Board approval will be sought for the award of the option(s).

### **ALTERNATIVE:**

Issue an Invitation to Bid. Not recommended given the complexity of this procurement and the advantages offered by the RFP process.

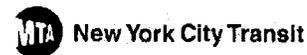
### **IMPACT ON FUNDING:**

This procurement is funded under SF02-6976, as part of the approved 2010-2014 Capital Program. It is anticipated that this project will be 100% MTA funded. The option will be proposed as part of the future 2015-2019 Capital Program.

### **RECOMMENDATION:**

It is recommended that the Board determine that competitive bidding is impractical or inappropriate for the procurement of up to 256 low floor 60-foot articulated diesel buses for NYC Transit with an option to purchase up to an additional 275 buses, and that it is in the public interest to issue a competitive RFP pursuant to subdivision 9(g) of §1209 of the Public Authorities Law.

**Schedule A: Non-Competitive Purchases and Public Work Contracts**



Item Number: 1

<b>Vendor Name (&amp; Location)</b> Prevost Car (US), Inc. (Elgin, IL)
<b>Description</b> Purchase of non-inventory and inventory bus parts
<b>Contract Term (including Options, if any)</b> March 28, 2014 – March 27, 2017
<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: Omnibus Sole Source Approval

<b>Contract Number</b> NONE	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Total Amount:</b> NYC Transit: \$5,000,000 MTABC: \$300,000	\$5,300,000 (Est.)
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Division of Materiel, Stephen M. Plochochi	

**Discussion:**

This is an omnibus approval request for items identified as obtainable only from Prevost Car (US), Inc. (Prevost) and will eliminate the need to advertise and prepare individual procurement staff summaries for Board approval for each procurement over the \$15,000 small purchase threshold. NYC Transit has buses manufactured by Nova Bus (Nova) and Prevost; MTA Bus Company (MTABC) has buses manufactured by Nova. The parent company of Nova and Prevost, AB Volvo, decided to have Prevost sell all aftermarket parts for both companies. NYC Transit and MTABC are not obligated to generate any expenditures pursuant to an omnibus approval. Any purchases made under this approval will be made pursuant to paragraph 9 (b) of PAL §1209, which allows purchases of items that are available from only a single responsible source to be conducted without competitive bidding.

There are approximately 4,452 items covered by this approval for the purchase of Nova and Prevost parts for NYC Transit Department of Buses (DOB) and MTABC buses. These items are identified as obtainable only from Prevost for the following reasons: not available from any distributors or other sources; publicly advertised within a twelve month period without an acceptable alternate supplier; or proprietary to Nova or Prevost. These items are advertised a minimum of once every twelve months to seek competition. A list of Nova and Prevost sole source items, as well as each agency's intention to buy items on the list without competitive bidding, are available for download from the NYC Transit website at any time by any prospective vendor. These sole source parts will be used by DOB and MTABC for normal maintenance and replenishment of inventory and non-inventory bus parts to be purchased on an as-required basis.

DOB and MTABC will utilize these sole source parts on approximately 1,447 buses (1,326 NYCT, 121 MTABC), which include Nova 40-foot diesel buses, Nova articulated diesel buses and Prevost Over-the-Road diesel buses. These 1,447 buses represent 25.3% of the entire 5,714 bus NYC Transit and MTABC bus fleets. The current omnibus approval for \$6,500,000 (\$6 million NYC Transit, \$500,000 MTABC) was approved by the Board in February 2011 and expires on March 27, 2014. There is a remaining balance of approximately \$2.5 million for NYC Transit and \$336,000 for MTABC on the current omnibus approval.

Procurement performed a price analysis on 31 sole source items for which 37 contracts were issued by NYC Transit during the term of the current omnibus approval, which exceed the \$15,000 threshold. The 31 items amount to a total of \$1,687,585 or 49.2% of the value of the contracts issued under the current omnibus approval. A comparative price analysis of these 31 items revealed an annual weighted average price increase of approximately 2.92% over the past three years. However, there is one particular item that impacted the overall price increase due to an administrative error in pricing by Prevost for which the price on the earlier contract to NYC Transit, on which the comparison is based, was lower than Prevost's actual cost. Prevost honored the erroneous low price for the remainder of the contract and corrected its price on the ensuing contract. If this item is excluded from the analysis, the annual weighted average price increase is 1.62%. A review of the Producer Price Indices of similar items within the last three years indicates an annual weighted average price increase of 1.92%.

Based on the current expenditures as well as projections for 2014 through 2017, it is anticipated that DOB and MTABC will require approximately \$5,300,000 for sole source items from Prevost during the term of this omnibus approval request. Procurement believes that the amount requested on this omnibus approval is sufficient to procure all sole source materials from Prevost for the next three year period. Procurement and DOB will continue to research alternate sources of supply wherever possible.

Under this omnibus approval, pricing for any procurement is established by requesting a quotation for each item from Prevost on an as-required basis. Each item purchased under this omnibus approval will be subject to a cost and/or price analysis and determination that the negotiated price is found to be fair and reasonable.

**[THIS PAGE INTENTIONALLY LEFT BLANK]**

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**CONSOLIDATED ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY**  
**2013 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
(\$ In millions)

	December 2013			Favorable/(Unfavorable) Variance			
	Adopted Budget <sup>1</sup>	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	\$5,480.3	\$5,483.8	\$5,495.5	\$15.1	0.3	\$11.7	0.2
Vehicle Toll Revenue	1,595.0	1,628.8	1,645.2	50.2	3.1	16.4	1.0
Other Operating Revenue	899.7	779.2	753.6	53.9	7.7	(25.8)	(3.3)
Capital and Other Reimbursements	0.0	0.0	0.0	0.0	0.0	0.0	-
<b>Total Revenue</b>	<b>\$7,775.0</b>	<b>\$7,891.9</b>	<b>\$7,894.2</b>	<b>\$119.2</b>	<b>1.5</b>	<b>\$2.4</b>	<b>0.0</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	\$4,288.3	\$4,281.3	\$4,252.1	\$16.2	0.4	\$29.2	0.7
Overtime	506.5	603.1	618.2	(111.7)	(22.1)	(15.1)	(2.5)
Health and Welfare	977.3	920.6	893.4	83.9	8.6	27.2	3.0
OPEB Current Payment	479.7	452.7	448.6	31.1	6.5	4.1	0.9
Pensions	1,367.3	1,298.4	1,303.5	63.8	4.7	(7.1)	(0.5)
Other Fringe Benefits	559.7	593.3	581.2	(21.4)	(3.8)	12.1	2.0
Reimbursable Overhead	(301.0)	(309.1)	(316.2)	15.2	5.1	7.1	2.3
<b>Total Labor Expenses</b>	<b>\$7,857.9</b>	<b>\$7,838.2</b>	<b>\$7,780.8</b>	<b>\$77.2</b>	<b>1.0</b>	<b>\$67.4</b>	<b>0.7</b>
<b>Non-Labor:</b>							
Electric Power	\$560.8	\$513.9	\$494.9	\$65.9	11.7	\$19.0	3.7
Fuel	270.0	275.2	280.9	9.0	3.3	14.3	5.2
Insurance	32.0	32.9	38.5	(6.5)	(20.4)	(5.6)	(17.1)
Claims	197.9	204.2	224.9	(27.1)	(13.7)	(20.7)	(10.2)
Paratransit Service Contracts	385.2	368.3	366.7	16.5	4.8	1.6	0.4
Maintenance and Other Operating Contracts	543.5	546.2	505.4	38.1	7.0	40.7	7.5
Professional Service Contracts	282.1	314.1	291.8	(9.8)	(3.5)	22.3	7.1
Materials & Supplies	492.8	498.4	489.6	23.2	4.7	28.7	5.8
Other Business Expenses	195.8	171.5	163.2	32.5	16.6	8.3	4.8
<b>Total Non-Labor Expenses</b>	<b>\$2,860.0</b>	<b>\$2,924.8</b>	<b>\$2,816.2</b>	<b>\$143.9</b>	<b>4.9</b>	<b>\$108.6</b>	<b>3.7</b>
<b>Other Expense Adjustments:</b>							
Other	\$45.7	\$45.7	\$46.2	(\$0.5)	(1.2)	(\$0.5)	(1.1)
General Reserve	130.0	0.0	0.0	130.0	100.0	0.0	-
<b>Total Other Expense Adjustments</b>	<b>\$175.7</b>	<b>\$45.7</b>	<b>\$46.2</b>	<b>\$129.478</b>	<b>73.7</b>	<b>(\$0.8)</b>	<b>(1.1)</b>
<b>Total Expenses Before Depreciation</b>	<b>\$10,983.6</b>	<b>\$10,808.6</b>	<b>\$10,843.1</b>	<b>\$350.8</b>	<b>3.2</b>	<b>\$165.5</b>	<b>1.5</b>
Depreciation	\$2,251.8	\$2,175.8	\$2,153.1	\$98.8	4.4	\$22.5	1.0
Other Post Employment Benefits	1,773.7	1,819.3	1,721.1	52.8	3.0	98.2	5.4
Environmental Remediation	6.0	4.9	6.6	(0.7)	(11.2)	(1.7)	(35.8)
<b>Total Expenses</b>	<b>\$15,025.1</b>	<b>\$14,808.4</b>	<b>\$14,523.9</b>	<b>\$501.9</b>	<b>3.3</b>	<b>\$286.2</b>	<b>1.9</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>(\$7,250.1)</b>	<b>(\$6,916.5)</b>	<b>(\$6,629.7)</b>	<b>\$620.4</b>	<b>8.6</b>	<b>\$286.8</b>	<b>4.1</b>
Subsidies	\$5,751.8	\$5,889.8	\$5,949.1	\$107.6	3.4	\$59.4	1.0
Debt Service	\$2,246.5	\$2,190.5	\$2,299.3	(\$52.8)	(2.3)	(\$108.8)	(5.0)

Totals may not add due to rounding

<sup>1</sup> SIR's 2013 Adopted Budget results reflect offsetting classification adjustments in Maintenance Contracts and Materials & Supplies categories for consistency with actual results.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**CONSOLIDATED ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY**  
**2013 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
(\$ in millions)

	December 2013			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>REIMBURSABLE</b>							
<b>Revenue</b>							
Farebox Revenue	\$0.0	\$0.0	\$0.0	\$0.0	-	\$0.0	-
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	-	0.0	-
Other Operating Revenue	0.0	0.0	0.0	0.0	-	0.0	-
Capital and Other Reimbursements	1,429.2	1,443.7	1,457.8	28.6	2.0	14.2	1.0
<b>Total Revenue</b>	<b>\$1,429.2</b>	<b>\$1,443.7</b>	<b>\$1,457.8</b>	<b>\$28.6</b>	<b>2.0</b>	<b>\$14.2</b>	<b>1.0</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	\$513.7	\$485.5	\$473.6	\$40.1	7.8	\$11.9	2.4
Overtime	93.4	134.4	159.1	(65.6)	(70.2)	(24.7)	(18.4)
Health and Welfare	61.8	58.0	53.5	8.2	13.3	4.5	7.7
OPEB Current Payment	0.0	0.0	0.0	(0.0)	-	(0.0)	-
Pensions	58.6	62.6	64.0	(5.4)	(9.2)	(1.3)	(2.2)
Other Fringe Benefits	144.3	144.8	150.0	(5.7)	(4.0)	(5.3)	(3.7)
Reimbursable Overhead	300.9	308.1	314.7	(13.8)	(4.6)	(6.6)	(2.1)
<b>Total Labor Expenses</b>	<b>\$1,172.7</b>	<b>\$1,193.2</b>	<b>\$1,214.9</b>	<b>(\$42.3)</b>	<b>(3.6)</b>	<b>(\$21.7)</b>	<b>(1.8)</b>
<b>Non-Labor:</b>							
Electric Power	\$0.3	\$0.4	\$0.8	(\$0.6)	-	(\$0.5)	-
Fuel	0.0	0.0	0.0	0.0	11.8	0.0	7.8
Insurance	11.2	7.2	6.7	4.5	40.2	0.5	7.4
Claims	0.0	0.0	0.0	0.0	-	0.0	-
Paratransit Service Contracts	0.0	0.0	1.0	(1.0)	-	(1.0)	-
Maintenance and Other Operating Contracts	58.8	66.9	68.6	(9.9)	(16.8)	(1.7)	(2.6)
Professional Service Contracts	49.7	54.7	47.2	2.6	5.1	7.6	13.8
Materials & Supplies	128.5	114.1	113.9	14.6	11.4	0.2	0.2
Other Business Expenses	8.1	7.2	4.7	3.4	41.7	2.4	34.2
<b>Total Non-Labor Expenses</b>	<b>\$256.6</b>	<b>\$260.6</b>	<b>\$242.9</b>	<b>\$13.7</b>	<b>5.3</b>	<b>\$7.6</b>	<b>3.0</b>
<b>Other Expense Adjustments:</b>							
Other	\$0.0	\$0.0	\$0.0	\$0.0	-	\$0.0	-
<b>Total Other Expense Adjustments</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>-</b>	<b>0.0</b>	<b>-</b>
<b>Total Expenses Before Depreciation</b>	<b>\$1,429.2</b>	<b>\$1,443.7</b>	<b>\$1,457.8</b>	<b>(\$28.6)</b>	<b>(2.0)</b>	<b>(\$14.2)</b>	<b>(1.0)</b>
Depreciation	\$0.0	\$0.0	\$0.0	\$0.0	-	\$0.0	-
Other Post Employment Benefits	0.0	0.0	0.0	\$0.0	-	\$0.0	-
<b>Total Expenses</b>	<b>\$1,429.2</b>	<b>\$1,443.7</b>	<b>\$1,457.8</b>	<b>(\$28.6)</b>	<b>(2.0)</b>	<b>(\$14.2)</b>	<b>(1.0)</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>(\$0.0)</b>	<b>(\$0.0)</b>	<b>(\$0.0)</b>	<b>\$0.0</b>	<b>99.8</b>	<b>(\$0.0)</b>	<b>-</b>

Totals may not add due to rounding

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**CONSOLIDATED ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY**  
**2013 ADOPTED BUDGET AND FINAL ESTIMATE vs. PRELIMINARY ACTUAL**  
(\$ in millions)

**NON-REIMBURSABLE/REIMBURSABLE**

	December 2013			Favorable/(Unfavorable) Variance			
	Adopted Budget <sup>1</sup>	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	\$5,480.3	\$5,483.8	\$5,495.5	\$15.1	0.3	\$11.7	0.2
Vehicle Toll Revenue	1,595.0	1,628.8	1,645.2	60.2	3.1	16.4	1.0
Other Operating Revenue	699.7	779.2	753.6	53.9	7.7	(25.8)	(3.3)
Capital and Other Reimbursements	1,429.2	1,443.7	1,457.8	28.6	2.0	14.2	1.0
<b>Total Revenue</b>	<b>\$9,204.2</b>	<b>\$9,335.5</b>	<b>\$9,352.1</b>	<b>\$147.8</b>	<b>1.6</b>	<b>\$16.5</b>	<b>0.2</b>
<b>Expenses</b>							
<b>Labor:</b>							
Payroll	\$4,792.1	\$4,766.8	\$4,725.7	\$66.3	1.2	\$41.0	0.9
Overtime	600.0	737.5	777.3	(177.3)	(29.8)	(39.8)	(5.4)
Health and Welfare	1,039.1	978.6	946.9	92.2	8.9	31.6	3.2
OPEB Current Payment	479.7	452.7	448.6	31.1	6.5	4.1	0.9
Pensions	1,425.9	1,350.0	1,367.5	58.5	4.1	(8.4)	(0.6)
Other Fringe Benefits	704.0	737.9	731.1	(27.2)	(3.9)	6.8	0.9
Reimbursable Overhead	(0.1)	(1.1)	(1.5)	1.4	*	0.5	44.5
<b>Total Labor Expenses</b>	<b>\$9,030.8</b>	<b>\$9,031.4</b>	<b>\$8,995.7</b>	<b>\$34.9</b>	<b>0.4</b>	<b>\$35.7</b>	<b>0.4</b>
<b>Non-Labor:</b>							
Electric Power	\$561.1	\$514.3	\$495.8	\$65.3	11.6	\$18.5	3.6
Fuel	270.0	275.2	281.0	9.0	3.3	14.3	5.2
Insurance	43.2	40.1	45.2	(2.0)	(4.7)	(5.1)	(12.7)
Claims	197.9	204.2	224.9	(27.1)	(13.7)	(20.7)	(10.2)
Paratransit Service Contracts	385.2	368.3	367.7	17.5	4.5	0.6	0.2
Maintenance and Other Operating Contracts	602.3	613.1	574.1	28.2	4.7	39.0	6.4
Professional Service Contracts	331.8	368.8	339.0	(7.2)	(2.2)	29.8	8.1
Materials & Supplies	621.4	612.5	583.5	37.8	6.1	29.0	4.7
Other Business Expenses	203.9	178.7	167.9	35.9	17.6	10.8	6.0
<b>Total Non-Labor Expenses</b>	<b>\$3,216.6</b>	<b>\$3,175.2</b>	<b>\$3,089.1</b>	<b>\$167.8</b>	<b>4.9</b>	<b>\$116.2</b>	<b>3.7</b>
<b>Other Expense Adjustments:</b>							
Other	\$45.7	\$45.7	\$46.2	(\$0.5)	(1.2)	(\$0.5)	(1.1)
General Reserve	130.0	0.0	0.0	130.0	100.0	0.0	
<b>Total Other Expense Adjustments</b>	<b>\$175.7</b>	<b>\$45.7</b>	<b>\$46.2</b>	<b>\$129.475</b>	<b>73.7</b>	<b>(\$0.5)</b>	<b>(1.1)</b>
<b>Total Expenses Before Depreciation</b>	<b>\$12,422.9</b>	<b>\$12,262.3</b>	<b>\$12,100.9</b>	<b>\$321.9</b>	<b>2.6</b>	<b>\$151.3</b>	<b>1.2</b>
Depreciation	\$2,251.8	\$2,175.6	\$2,153.1	\$98.8	4.4	\$22.5	1.0
Other Post Employment Benefits	1,773.7	1,819.3	1,721.1	52.6	3.0	98.2	5.4
Environmental Remediation	6.0	4.9	6.6	(0.7)	(11.2)	(1.7)	(35.6)
<b>Total Expenses</b>	<b>\$16,454.4</b>	<b>\$16,262.1</b>	<b>\$15,981.7</b>	<b>\$473.3</b>	<b>2.9</b>	<b>\$272.0</b>	<b>1.7</b>
<b>Net Surplus/(Deficit)</b> <i>(Excluding Subsidies and Debt Service)</i>	<b>(\$7,250.1)</b>	<b>(\$6,916.5)</b>	<b>(\$6,629.7)</b>	<b>\$620.4</b>	<b>8.6</b>	<b>\$286.8</b>	<b>4.1</b>
Subsidies	\$5,751.8	\$5,889.8	\$5,949.1	\$197.6	3.4	\$59.4	1.0
Debt Service	\$2,246.5	\$2,190.5	\$2,299.3	(\$52.8)	(2.3)	(\$108.8)	(5.0)

Totals may not add due to rounding.

<sup>1</sup> SIR's 2013 Adopted Budget results reflect offsetting classification adjustments in Maintenance Contracts and Materials & Supplies categories for consistency with actual results.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**CONSOLIDATED ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY**  
**EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - ACCRUAL BASIS**  
**December 2013 Year-to-Date**  
**(\$ in millions)**

**DECEMBER 2013 YEAR-TO-DATE**

Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%	
Farebox Revenue	NR	\$11.7	0.2	NYCT was \$12.6M favorable primarily due to higher average fares. The favorable results at MTA Bus and the LIRR of \$0.8M and \$0.6M, respectively, were primarily due to higher ridership. Partially offsetting these results was an unfavorable variance at MNR of (\$2.4M), reflecting mostly the impact of the December derailment on the Hudson Line.
Toll Revenue	NR	\$16.4	1.0	Toll revenues were higher due to greater than anticipated traffic volume.
Other Operating Revenue	NR	(\$25.6)	(3.3)	Unfavorable revenues largely reflect the impact of the timing of recoveries for Storms Irene and Sandy – (\$10.2M) at MNR, (\$8.5M) at the LIRR, (\$7.2M) at NYCT, (\$1.5M) at B&T, and (\$0.4M) at MTA Bus. MTA HQ was (\$0.7M) unfavorable due to reduced NYCT rental revenue at Two Broadway, reflecting an adjustment in 2013 rent. These outcomes were partially offset by a positive shift in the market value of the invested asset portfolio – \$2.7M at FMTAC.
Payroll	NR	\$29.2	0.7	Higher vacancies were primarily responsible for favorable variances of \$15.6M at NYCT, \$6.9M at the LIRR, \$5.7M at MTAHQ, \$2.4M at B&T, and \$1.0M at MNR. SIR was favorable by \$1.0M due to the diversion of non-reimbursable labor resources to reimbursable projects. These results were partially offset by an unfavorable variance of (\$3.6M), of which approximately (\$2M) was due to inter-agency expenses correctly charged to payroll but incorrectly budgeted in other fringe benefits, as well as unbudgeted miscellaneous items at MTA Bus.
Overtime	NR	(\$15.1)	(2.5)	The unfavorable results largely reflect required coverage for the Infrastructure Improvement/Station Enhancement Programs, mechanical training, and coverage for the December derailment incident – (\$6.2M) at MNR; additional coverage required for stations maintenance and inspections, testing and maintenance of signal systems in Subways, FasTrack, as well as by Buses' for maintenance repair/rehab on facilities and depot equipment – (\$3.8M) at NYCT; higher weather-related bus and facility maintenance work, vacancies and lower employee availability, and shuttle service to support MNR during the power outage and December derailment – (\$3.7M) at MTA Bus; higher rates, right-of-way maintenance, absentee and weather-related coverage – (\$2.0M) at the LIRR; and additional Police vacancy/absentee coverage, special event coverage, and additional policing required during service disruptions – (\$1.4M) at MTA HQ. These results were partially offset by a favorable outcome at B&T of \$1.8M due to improved employee availability. (See Overtime Decomposition Report for more details)

X-4

\* Variance Exceeds 100%

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**CONSOLIDATED ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY**  
**EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - ACCRUAL BASIS**  
December 2013 Year-to-Date  
(\$ In millions)

**DECEMBER 2013 YEAR-TO-DATE**

Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%	
Health and Welfare	NR	\$27.2	3.0	NYCT was favorable by \$15.7M due to lower rates. The favorable result at MNR of \$7.5M was primarily due to lower rates and vacancies. Lower rates and timing were primarily responsible for the \$1.4M favorable variance at SIR. The favorable results at the LIRR and B&T of \$1.4M each were mostly due to vacancies. MTA Bus was favorable by \$0.6M primarily due to timing. These results were partially offset by an unfavorable variance at MTA HQ of (\$0.9M) due to higher rates.
OPEB Current Payment	NR	\$4.1	0.9	Lower rates and fewer retirees were primarily responsible for favorable variances of \$6.0M at the LIRR, \$3.5M at MTAHQ and \$0.3M at B&T. Partially offsetting these results were unfavorable variances of (\$4.2M) at NYCT, (\$0.9M) at SIR, and (\$0.7M) at MNR, mostly due to timing.
Pensions	NR	(\$7.1)	(0.5)	NYCT was unfavorable by (\$6.1M) due to an overrun in Mabsfoa pension expenses. MNR was (\$1.8M) unfavorable, reflecting the impact of higher overtime costs. MTAHQ was (\$1.7M) unfavorable due to higher NYSLERS and defined benefit accruals. MTA Bus was (\$0.5M) unfavorable due to an actuarial re-estimate. Favorable variances of \$2.3M and \$0.9M at the LIRR and B&T, respectively, were mostly due to timing.
Other Fringe Benefits	NR	\$12.1	2.0	NYCT had a favorable variance of \$9.4M primarily due to favorable direct overhead credits mainly resulting from higher reimbursable overtime expenses. The LIRR was favorable by \$4.0M mostly due to lower FELA Indemnity payments and Railroad retirement taxes driven by higher vacancies. MTA Bus was favorable by \$1.0M due to inter-agency expenses correctly charged to payroll but incorrectly budgeted in other fringe benefits. MTA HQ had a favorable variance of \$0.4M primarily due to higher vacancies. These results were partially offset by unfavorable variances of (\$1.6M) at MNR primarily due to increased Railroad Retirement taxes and (\$1.2M) at B&T mainly due to an actuarial adjustment for workers compensation.
Reimbursable Overhead	NR	\$7.1	2.3	The overall result reflect the impact of favorable credits resulting from higher reimbursable overtime expenses -- \$19.1M at NYCT. This was partially offset by unfavorable outcomes attributable to lower project activity -- (\$6.7M) at MTA HQ, (\$4.9M) at the LIRR, and (\$0.5M) at MNR.
Electric Power	NR	\$19.0	3.7	The overall favorable variance largely reflects the impact of lower rates and consumption as well as timing, \$13.7M at NYCT, \$5.2M at MNR, \$1.3M at LIRR, \$1.1M at SIR, and \$0.5M at B&T. These favorable outcomes were partially offset by unfavorable variances of (\$2.5M) at MTA HQ and (\$0.4M) at MTA Bus, both due to timing.

9-IX

\* Variance Exceeds 100%

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**CONSOLIDATED ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY**  
**EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - ACCRUAL BASIS**  
**December 2013 Year-to-Date**  
**(\$ In millions)**

**DECEMBER 2013 YEAR-TO-DATE**

<b>Generic Revenue or Expense Category</b>	<b>Nonreimb or Reimb</b>	<b>Favorable (Unfavorable) Variance</b>		<b>Reason for Variance</b>
		<b>\$</b>	<b>%</b>	
Fuel	NR	\$14.3	5.2	MTA Bus was \$6.7M favorable primarily due to timing and lower rates. NYCT was \$5.4M favorable primarily due to lower rates. The LIRR was \$2.7M favorable primarily due to lower rates and consumption. Partially offsetting these results were unfavorable variances of (\$0.4M) at MNR and (\$0.3M) at MTA HQ, mostly due to higher-than-estimated rates.
Insurance	NR	(\$5.6)	(17.1)	FMTAC had an unfavorable variance of (\$7.6M) primarily due to lower premiums. MTA HQ was unfavorable by (\$1.2M) mostly due to higher general insurance accruals. Timing was primarily responsible for an unfavorable variance of (\$0.8M) at NYCT. Partially offsetting these results were favorable variances at B&T of \$2.1M mostly due to lower general liability and property insurance expenses; SIR and MTA Bus of \$0.6M and \$0.3M, respectively, due to timing; and LIRR and MNR of \$0.5M and \$0.4M, respectively, mainly due to lower liability insurance.
Claims	NR	(\$20.7)	(10.2)	FMTAC and NYCT were unfavorable by (\$13.2M) and (\$1.3M), respectively, due to an increase in claim activity. MNR was (\$11.0M) unfavorable due to an increase in provisions for the December derailment. These results were partially offset by a favorable variance of \$2.6M at MTA Bus due to timing.
Paratransit Service Contracts	NR	\$1.6	0.4	Variance due to fewer completed trips.
Maintenance and Other Operating Contracts	NR	\$40.7	7.5	The overall favorable result was largely attributable to timing and lower spending: \$12.6M at B&T for the timing of Superstorm Sandy-related efforts, major maintenance and painting, and lower expenses for the E-ZPass Customer Service Center, security & surveillance equipment, facility maintenance & repair and auto and vehicle purchases; \$8.7M at the LIRR for environmental services, parking facility maintenance, joint facilities, elevator and escalator, vegetation management, HVAC and building facilities maintenance; \$5.8M at MNR for the infrastructure improvement program and the timing of Genesis locomotive overhauls; \$5.6M at MTA HQ for lower maintenance and repair expenses; \$3.9M at MTA Bus reflecting the purchase of bus components incorrectly charged to Materials & Supplies and the timing of facilities maintenance; \$2.8M at SIR reflecting non-revenue vehicle purchases previously recorded in this account that have now been capitalized; and \$1.4M at NYCT for painting and building-related expenses.

9-IX

\* Variance Exceeds 100%

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**CONSOLIDATED ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY**  
**EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - ACCRUAL BASIS**  
December 2013 Year-to-Date  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%	
Professional Service Contracts	NR	\$22.3	7.1	The overall favorable variance was mainly attributable to lower spending and timing: \$5.8M at the LIRR primarily for IT hardware, software and maintenance services, Superstorm Sandy-related projects and consultant services; \$5.7M at NYCT mainly due to lower expenses for IT hardware and maintenance; \$5.1M at MNR for lower IT hardware and other expenses, legal services, medical services and training; \$4.9M at MTA HQ due to the timing of hardware/software purchases and consulting services; and \$0.6M at MTA Bus due to the timing of MTA chargebacks.
Materials & Supplies	NR	\$28.7	5.8	The YTD favorable variance reflects the impact of: favorable inventory/obsolescence adjustments and higher surplus/scrap sales -- \$14.2M at NYCT; the timing of corporate inventory adjustments, lower usage of running repair material in the Support Shops, and lower fleet modification material in the MU (Multiple Unit) Car Shop -- \$12.0M at the LIRR; lower-than-budgeted trucks/suspension material required for NHL derailment-damaged car repairs and lower rolling stock material usage and purchases. -- \$7.3M at MNR; the diversion of materials and supplies from the operating budget to support reimbursable project work -- \$1.7M at SIR; and lower-than-planned expenses across a variety of small equipment and supply categories -- \$1.1M at B&T. These results were partially offset by an unfavorable variance of (\$7.6M) at MTA Bus which reflects the purchase of traction motor and alternator units that should have been charged to maintenance and other operating contracts.
Other Business Expenses	NR	\$8.3	4.8	The timing of EEO training was responsible for favorable variances of \$4.2M and \$4.1M at the LIRR and MNR, respectively. MNR's favorable variance was also partially due to higher Amtrak cost recoveries. NYCT was \$1.5M favorable due to a higher level of miscellaneous credits and lower job overruns than projected. MTAHQ was \$0.3M favorable primarily due to inventory purchases at the Transit Museum, higher membership fees and higher Sandy related expenditures. These results were partially offset by an unfavorable variance of (\$1.8M) at FMTAC primarily due to higher timing-related general & administrative expenses, commissions, and safety loss control expenses. SIR was (\$0.3M) unfavorable due to unanticipated bad debt expense requirements.
Other Expense Adjustments	NR	(\$0.5)	(1.1)	Variance due to timing differences in project completions.
Depreciation	NR	\$22.5	1.0	Timing differences in project completions and assets reaching beneficial use resulted in favorable variances of \$19.8M at NYCT, \$9.4M at MTAHQ, \$3.1M at B&T, and \$0.5M at SIR, and unfavorable variances of (\$6.7M) at MTA Bus, (\$2.9M) at MNR, and (\$0.7M) at the LIRR.

\* Variance Exceeds 100%

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**CONSOLIDATED ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY**  
**EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - ACCRUAL BASIS**  
**December 2013 Year-to-Date**  
**(\$ In millions)**

**DECEMBER 2013 YEAR-TO-DATE**

Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%	
Other Post Employment Benefits	NR	\$98.2	5.4	The GASB adjustment reflects the value associated with the unfunded accrued liability for post employment benefits. NYCT had an \$84.3M favorable variance which is subject to a year-end adjustment based on final actuarial information. MTA HQ, the LIRR, and SIR were favorable by \$8.0M, \$4.0M, and \$1.0M, respectively.
Environmental Remediation	NR	(\$1.7)	(35.6)	Overall, the unfavorable variance reflects higher remediation efforts of (\$1.7M) at MTA Bus and (\$1.0M) at the LIRR, partially offset by fewer projects requiring remediation at MNR (\$1.0M).
Capital & Other Reimbursements	R	\$14.2	1.0	The timing of project activity was responsible for favorable variances of \$49.3M at NYCT and \$2.2M at SIR, and unfavorable variances of (\$13.9M) at MNR, (\$8.1M) at MTACC, (\$6.8M) at MTAHQ, (\$4.4M) at the LIRR, and (\$2.1M) at both MTA Bus and B&T.
Payroll	R	\$11.9	2.4	The overall favorable variance was primarily due to the timing of project activity and vacancies: \$5.5M at the LIRR, \$2.3M at NYCT, \$2.2M at MTA Bus, \$1.6M at MTACC, and \$1.1M at B&T. These results were partially offset by an unfavorable variance of (\$1.0M) at SIR due to additional capital project requirements.
Overtime	R	(\$24.7)	(18.4)	The unfavorable outcome largely reflects the impact of Subways' requirements including higher track work, infrastructure, and station environment coverage requirements and Buses' requirements including additional overtime due to required shuttle services - (\$20.5M) at NYCT, the timing of project activity - (\$3.6M) at the LIRR, and increased Directed Patrol coverage - (\$1.7M) at MTA HQ. These outcomes were partially offset by favorable variances of \$0.5M at MNR and \$0.4M at B&T due to the timing of project activity.
Health and Welfare	R	\$4.5	7.7	NYCT had a favorable variance of \$2.6M due to lower rates. The timing of project activity was responsible for favorable variances of \$1.0M at MTACC and \$0.5M at SIR, and an unfavorable variance of (\$0.3M) at the LIRR. B&T was \$0.3M favorable due to higher vacancies.
Pensions	R	(\$1.3)	(2.2)	Timing was responsible for unfavorable variances of (\$1.8M) at the LIRR and (\$0.3M) at NYCT and favorable variances of \$0.3M at B&T and MTACC.
Other Fringe Benefits	R	(\$5.3)	(3.7)	The timing of project activity was mostly responsible for unfavorable variances of (\$7.0M) and (\$1.0M) at NYCT and SIR respectively, and favorable variances of \$1.8M at MTACC and \$1.0M at the LIRR

8-1X

\* Variance Exceeds 100%

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**CONSOLIDATED ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY**  
**EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - ACCRUAL BASIS**  
December 2013 Year-to-Date  
(\$ in millions)

**DECEMBER 2013 YEAR-TO-DATE**

Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%	
Reimbursable Overhead	R	(\$6.6)	(2.1)	The unfavorable variance mostly reflects higher project activity at NYCT (\$19.1M). This outcome was partially offset by favorable results attributable to a lower level of recoverable work at MTA HQ \$6.7M, and lower project activity, \$4.9M at the LIRR and \$1.0M at MNR.
Electric Power	R	(\$0.5) *		Agency variances were minor.
Insurance	R	\$0.5	7.4	The LIRR was \$0.5M favorable due to lower Force Account Insurance expenses associated with lower project activity. Other agencies' variances were minor.
Paratransit Service Contracts	R	(\$1.0) -		Variance due to Interactive Voice Response System support costs.
Maintenance and Other Operating Contracts	R	(\$1.7)	(2.6)	NYCT was (\$8.1M) unfavorable largely due to higher building-related and maintenance services expenses. The timing of project activity was responsible for the unfavorable variance of (\$3.3M) at the LIRR. Partially offsetting these results was a favorable variance of \$9.4M at MNR primarily due to delays in the Positive Train Control project.
Professional Service Contracts	R	\$7.6	13.8	NYCT was \$4.5M favorable mostly due to lower IT expenses. MTA HQ was \$1.1M favorable due to lower West Side Yard Development project expenses. The timing of project activity was responsible for favorable variances of \$1.0M at MTA CC, \$0.5M at the LIRR and \$0.4M at MNR.
Materials & Supplies	R	\$0.2	0.2	Changes in project activity levels, maintenance material requirements, and the timing of payments contributed to favorable results of \$3.2M at MNR and \$1.2M at the LIRR, as well as unfavorable variances of (\$3.1M) at NYCT and (\$1.0M) at SIR.
Other Business Expenses	R	\$2.4	34.2	Timing was responsible for favorable variances of \$2.4M at MTACC, \$0.6M at MTAHQ and \$0.3M at NYCT. These results were partially offset by an unfavorable variance of (\$0.8M) at MNR due to lower-than-forecasted expenses on the PBX Equipment Upgrade, New Haven Independent Wheel True Shop and Positive Train Control projects.

\* Variance Exceeds 100%

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**CONSOLIDATED ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY**  
**EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - ACCRUAL BASIS**  
December 2013 Year-to-Date  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%	
		DECEMBER 2013 YEAR-TO-DATE		
Subsidies	NR	\$59.4	1.0	The variance was mostly the result of favorable Urban Tax transactions due partially to higher than expected commercial real estate activity in New York City and to timing of booking accruals for Urban Tax (\$104M), as well as favorable timing accrual differences for PMT (\$40M), partially offset by unfavorable City Subsidy to MTA Bus (\$53M) and CDOT revenues (\$16M), due to timing.
Debt Service	NR	(\$108.8)	(5.0)	Unfavorable variance due to actions that were below-the-line in November and incorporated into the baseline in February. These actions include cash defeasance of callable bonds (\$48.4M) and high coupon debt prepayment of 2014 debt service (\$35M).

XI-10

\* Variance Exceeds 100%

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2013 Final Estimate vs. Preliminary Actuals**  
**Overtime Reporting**  
**December 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 December 2013 (year-to-date).

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

**Year-to-Date**

Total overtime was (\$15.1M), or (3%), 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 NYCT. Other contributing factors include coverage requirements for the Infrastructure Improvement Program, as well as coverage for the station improvement program and GCT structure and facility maintenance work at MNR. Additionally, maintenance work for accelerated completion of defects found during scheduled inspections and shuttle service in support of Metro-North, resulted in increased overtime usage at MTA Bus.

*Vacancy/Absentee Coverage* was (\$5.0M) unfavorable, mostly due to higher vacancies and increased coverage caused by ongoing challenges with employee availability at MTA Bus, MNR, NYCT and the LIRR, partially offset by lower coverage requirements (increased availability) at B&T.

*Weather Emergencies* was (\$3.9M) unfavorable, mostly attributable to inclement weather in the month of December (\$2.4M at NYCT and \$0.6M at the LIRR), and continued superstorm Sandy related repairs at MNR of \$0.5M.

*Unscheduled Service* was \$8.8M favorable, most of which was timing-related and due to an adjustment in the February Plan for service investments and mandatory Equal Employment Opportunity and Sexual Harassment Prevention Training for all employees at NYCT.

*Other* was \$4.8M favorable, primarily due to timing at NYCT, MNR, the LIRR and B&T.

*Scheduled Service* was \$3.1M favorable, mostly due to operating less service, reflecting the impact of higher vacancies and lower employee availability at MTA Bus and NYCT.

*Reimbursable Overtime* was (\$24.7M) unfavorable mostly due to Subways Capital Track Program work which is concentrated on the weekends to take advantage of track

**METROPOLITAN TRANSPORTATION AUTHORITY  
2013 Final Estimate vs. Preliminary Actuals  
Overtime Reporting  
December 2013**

availability, other capital program support and greater than anticipated shuttle services support in buses at NYCT. Other contributing factors include greater than forecast flagging needs for East Side Access, the annual track program and the Manhasset Timber Bridge Replacement project due to revised activity assumptions at the LIRR.

**Metropolitan Transportation Authority**  
**Preliminary 2013 Overtime Results**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

2013

	Adopted Budget	Final Estimate	Actuals	Adopted Budget vs. Actuals Var. - Fav./Unfav)	Final Estimate vs. Actuals Var. - Fav./Unfav)
<b>NON-REIMBURSABLE OVERTIME</b>					
<u>Scheduled Service</u>	\$190,827	\$189,603	\$186,467	\$4,360 2.3%	\$3,136 1.7%
<u>Unscheduled Service</u>	87,740	109,769	100,974	(13,234) -15.1%	8,795 8.0%
<u>Programmatic/Routine Maintenance</u>	126,519	142,138	164,899	(38,380) -30.3%	(22,761) -16.0%
<u>Unscheduled Maintenance</u>	2,039	2,915	3,352	(1,313) -64.4%	(0,437) -15.0%
<u>Vacancy/Absentee Coverage</u>	63,378	86,574	91,620	(28,242) -44.6%	(5,047) -5.8%
<u>Weather Emergencies</u>	14,267	43,942	47,849	(33,582) *	(3,907) -8.9%
<u>Safety/Security/Law Enforcement</u>	10,134	9,942	9,599	0,535 5.3%	0,344 3.5%
<u>Other</u>	11,612	18,223	13,461	(1,849) -15.9%	4,762 26.1%
<b>TOTAL NON-REIMBURSABLE OVERTIME:</b>	<b>\$506,515</b>	<b>\$603,106</b>	<b>\$618,220</b>	<b>(\$111,705)</b> -22.1%	<b>(\$15,115)</b> -2.5%
<b>REIMBURSABLE OVERTIME</b>	<b>\$93,436</b>	<b>\$134,355</b>	<b>\$159,067</b>	<b>(\$65,630)</b>	<b>(\$24,712)</b>
<b>TOTAL OVERTIME</b>	<b>\$599,952</b>	<b>\$737,461</b>	<b>\$777,287</b>	<b>(\$177,335)</b>	<b>(\$39,828)</b> -5.4%

\* 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 resulting from extraordinary events</u> , 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**  
**2013 Adopted Budget and Final Estimate vs. Preliminary Actual**  
**Consolidated Subsidy Accrual Detail**  
**(\$ in millions)**

Accrued Subsidies:	December 2013 Year-to-Date					
	2013 Final Estimate	Preliminary Actual	Variance	2013 Adopted Budget	Preliminary Actual	Variance
<b>Dedicated Taxes</b>						
Mass Transportation Operating Assistance Fund (MMTOA)	\$1,518.2	1,518.2	(0.0)	\$1,488.2	1,518.2	30.0
Petroleum Business Tax	594.5	586.4	(8.0)	631.3	586.4	(44.9)
MRT 1 (Gross)	255.2	255.8	0.6	218.3	255.8	39.5
MRT 2 (Gross)	114.3	109.7	(4.6)	111.1	109.7	(1.4)
Other MRT(b) Adjustments	(9.1)	(9.1)	-	(8.6)	(9.1)	(0.5)
Urban Tax	528.2	632.0	103.8	435.2	632.0	196.8
Investment Income	1.0	1.0	-	1.0	1.0	-
	<b>\$3,002.3</b>	<b>\$3,094.0</b>	<b>91.7</b>	<b>\$2,874.6</b>	<b>\$3,094.0</b>	<b>\$219.5</b>
<b>New State Taxes and Fees</b>						
Payroll Mobility Taxes	1214.2	1,254.5	40.3	1248.0	1,254.5	6.5
Payroll Mobility Taxes Replacement	307.2	307.2	-	310.0	307.2	(2.8)
MTA Aid Taxes	308.2	302.9	(5.4)	310.7	302.9	(7.9)
	<b>\$1,829.6</b>	<b>\$1,864.6</b>	<b>35.0</b>	<b>\$1,868.8</b>	<b>\$1,864.6</b>	<b>(\$4.2)</b>
<b>State and Local Subsidies</b>						
NYS Operating Assistance	\$187.9	187.9	-	\$187.9	187.9	-
<b>NYC and Local 18b:</b>						
New York City	180.5	180.5	-	180.5	180.5	-
Nassau County	11.8	11.8	-	11.8	11.8	-
Suffolk County	7.5	7.5	-	7.5	7.5	-
Westchester County	7.3	7.3	-	7.3	7.3	-
Putnam County	0.4	0.4	-	0.4	0.4	-
Dutchess County	0.4	0.4	-	0.4	0.4	-
Orange County	0.1	0.1	-	0.1	0.1	-
Rockland County	0.0	0.0	-	0.0	0.0	-
CDOT Subsidies	98.3	80.5	(17.8)	98.2	80.5	(17.7)
Station Maintenance	160.3	162.3	2.0	160.0	162.3	2.3
	<b>\$632.4</b>	<b>\$618.7</b>	<b>(13.7)</b>	<b>\$632.1</b>	<b>\$618.7</b>	<b>(\$13.4)</b>
<b>Sub-total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$5,464.4</b>	<b>\$5,577.3</b>	<b>112.9</b>	<b>\$5,375.3</b>	<b>\$5,577.3</b>	<b>\$202.0</b>
City Subsidy to MTA Bus	\$393.1	339.5	(53.5)	\$348.2	339.5	(9.7)
City Subsidy to SIRTQA	32.3	32.3	-	30.1	32.3	2.3
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$5,889.8</b>	<b>\$5,949.1</b>	<b>59.4</b>	<b>\$5,753.6</b>	<b>\$5,949.1</b>	<b>\$195.5</b>
<b>Inter-Agency Subsidy Transactions</b>						
B&T Operating Surplus Transfer	596.2	643.4	47.3	557.0	643.4	86.4
	<b>\$596.2</b>	<b>\$643.4</b>	<b>47.3</b>	<b>\$557.0</b>	<b>\$643.4</b>	<b>\$86.4</b>
<b>Total Subsidy</b>	<b>\$6,486.0</b>	<b>\$6,592.6</b>	<b>106.7</b>	<b>\$6,308.6</b>	<b>\$6,592.6</b>	<b>\$284.0</b>

Note: Differences are due to rounding.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2012 Final Estimate vs. Preliminary Actual**  
**Consolidated Subsidy Accrual**  
**Explanation of Variances**  
(\$ in millions)

December 2013 Year-to-Date

Accrued Subsidies:	Variance \$	Variance %	Explanations
MRT(b) 2 (Gross)	(4.8)	(4.1%)	The unfavorable variance is due to slightly lower-than-budgeted transactions.
Urban Tax	103.8	19.7%	Some of the favorable variance is due to higher than expected real estate transactions in New York City, the remaining variance is due to timing of booking accruals. The accruals represent collections from February 2012 to January 2013.
Payroll Mobility Taxes	40.3	3.3%	The favorable variance is primarily due to timing of booking accruals by MTA Accounting.
CDOT Subsidies	(15.8)	(16.4%)	The unfavorable variance is primarily due to timing differences in the final recording of 2012 annual subsidies due from CDOT (to be recorded in final 2012 accounting reconciliation.)
City Subsidy to MTA Bus	(53.5)	(13.6%)	The unfavorable variance was due mostly to timing of booking accruals.
B&T Operating Surplus Transfer	47.3	7.8%	The favorable YTD variance is attributable to the timing of booking accrual by MTA Accounting.

Note: Differences are due to rounding.

**METROPOLITAN TRANSPORTATION AUTHORITY  
2013 ADOPTED BUDGET vs. PRELIMINARY ACTUALS  
DEBT SERVICE  
(\$ in millions)**

**December 2013 Year-to-Date**

	2013 Adopted Budget	2013 Preliminary Actual	Variance	% Variance	Explanation
<b>Dedicated Tax Fund:</b>					
NYC Transit	\$311.8	\$296.6	\$15.2		Lower than budgeted rates.
Commuter Railroads	63.2	64.1	(0.8)		
<i>Dedicated Tax Fund Subtotal</i>	\$375.0	\$360.6	\$14.4	3.8%	
<b>MTA Transportation Revenue:</b>					
NYC Transit	\$725.2	\$794.1	(\$68.9)		Timing of debt service deposits related to the 2013 cash defeasance and prefunding for January 2014 debt service.
Commuter Railroads	460.5	494.2	(33.7)		
MTA Bus	20.0	31.9	(11.9)		
<i>MTA Transportation Subtotal</i>	\$1,205.7	\$1,320.1	(\$114.4)	-9.5%	
<b>Commercial Paper:</b>					
NYC Transit	\$22.0	\$0.7	\$21.3		Lower than budgeted rates.
Commuter Railroads	13.7	0.4	13.3		
MTA Bus	0.3	0.2	0.2		
<i>Commercial Paper Subtotal</i>	\$36.0	\$1.2	\$34.8	96.7%	
<b>2 Broadway COPs:</b>					
NYC Transit	\$16.7	\$12.5	\$4.2		Timing related to the release of the debt service reserve fund and offset by COPs open market purchase in November 2013.
Bridges & Tunnels	2.4	1.8	0.6		
MTA HQ	2.3	1.7	0.6		
<i>2 Broadway COPs Subtotal</i>	\$21.3	\$16.0	\$5.4	25.3%	
<b>TBTA General Resolution (2)</b>					
NYC Transit	\$181.7	\$193.0	(\$11.3)		Timing of debt service deposits related to the 2013 cash defeasance and prefunding for January 2014 debt service.
Commuter Railroads	85.4	87.5	(2.1)		
Bridges & Tunnels	197.9	177.6	20.3		
<i>TBTA General Resolution Subtotal</i>	\$464.9	\$458.1	\$6.9	1.5%	
<b>TBTA Subordinate (2)</b>					
NYC Transit	\$78.2	\$78.1	\$0.1		Timing of debt service deposits related to the 2013 cash defeasance and prefunding for January 2014 debt service.
Commuter Railroads	34.4	34.3	0.0		
Bridges & Tunnels	30.9	30.9	0.0		
<i>TBTA Subordinate Subtotal</i>	\$143.4	\$143.3	\$0.1	0.1%	
<b>Total Debt Service</b>	<b>\$2,246.5</b>	<b>\$2,299.3</b>	<b>(\$52.8)</b>	<b>-2.3%</b>	
<b>Debt Service by Agency:</b>					
NYC Transit	\$1,335.5	\$1,374.9	(\$39.4)		
Commuter Railroads	657.2	680.4	(23.2)		
MTA Bus	20.3	32.0	(11.7)		
Bridges & Tunnels	231.1	210.2	20.9		
MTAHQ	2.3	1.7	0.6		
<b>Total Debt Service</b>	<b>\$2,246.5</b>	<b>\$2,299.3</b>	<b>(\$52.8)</b>	<b>-2.3%</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**  
**2013 FINAL ESTIMATE vs. PRELIMINARY ACTUALS**  
**DEBT SERVICE**  
(\$ in millions)

December 2013 Year-to-Date

	2013 Final Estimate	2013 Preliminary Actual	Variance	% Variance	Explanation
Dedicated Tax Fund:					
NYC Transit	\$298.5	\$296.6	\$1.9		
Commuter Railroads	64.1	64.1	0.1		
<i>Dedicated Tax Fund Subtotal</i>	\$362.6	\$360.6	\$2.0	0.5%	
MTA Transportation Revenue:					Timing of debt service deposits related to the 2013 cash defeasance and prefunding for January 2014 debt service.
NYC Transit	\$739.3	\$794.1	(\$54.8)		
Commuter Railroads	462.0	494.2	(32.2)		
MTA Bus	27.0	31.9	(4.9)		
<i>MTA Transportation Subtotal</i>	\$1,228.3	\$1,320.1	(\$91.8)	-7.5%	
Commercial Paper:					Lower than budgeted rates.
NYC Transit	\$4.0	\$0.7	\$3.3		
Commuter Railroads	2.5	0.4	2.1		
MTA Bus	0.2	0.2	0.1		
<i>Commercial Paper Subtotal</i>	\$6.7	\$1.2	\$5.5	82.3%	
2 Broadway COPs:					
NYC Transit	\$12.3	\$12.5	(\$0.1)		
Bridges & Tunnels	1.7	1.8	(0.0)		
MTA HQ	1.7	1.7	(0.0)		
<i>2 Broadway COPs Subtotal</i>	\$15.8	\$16.0	(\$0.2)	-1.2%	
TBTA General Resolution (2)					Timing of debt service deposits related to the 2013 cash defeasance and prefunding for January 2014 debt service.
NYC Transit	\$190.7	\$193.0	(\$2.4)		
Commuter Railroads	86.3	87.5	(1.1)		
Bridges & Tunnels	170.5	177.6	(7.1)		
<i>TBTA General Resolution Subtotal</i>	\$447.5	\$458.1	(\$10.6)	-2.4%	
TBTA Subordinate (2)					Timing of debt service deposits related to the 2013 cash defeasance and prefunding for January 2014 debt service.
NYC Transit	\$70.7	\$78.1	(\$7.4)		
Commuter Railroads	31.1	34.3	(3.3)		
Bridges & Tunnels	27.9	30.9	(2.9)		
<i>TBTA Subordinate Subtotal</i>	\$129.7	\$143.3	(\$13.6)	-10.5%	
<b>Total Debt Service</b>	<b>\$2,190.5</b>	<b>\$2,299.3</b>	<b>(\$108.8)</b>	<b>-5.0%</b>	
Debt Service by Agency:					
NYC Transit	\$1,315.4	\$1,374.9	(\$59.5)		
Commuter Railroads	646.0	680.4	(34.4)		
MTA Bus	27.2	32.0	(4.8)		
Bridges & Tunnels	200.1	210.2	(10.0)		
MTAHQ	1.7	1.7	(0.0)		
<b>Total Debt Service</b>	<b>\$2,190.5</b>	<b>\$2,299.3</b>	<b>(\$108.8)</b>	<b>-5.0%</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**  
**2013 Final Estimate vs. Preliminary Actual**  
**Subsidy Cash Detail by Agency**  
 (\$ in millions)

December 2013 - Year-to-Date

Cash Subsidies:	NYC Transit			Commuter Railroads			SPR			MTA Bus			MTA/BRT			TOTAL		
	Final Estimate	Preliminary Actual	Variance	Final Estimate	Preliminary Actual	Variance	Final Estimate	Preliminary Actual	Variance	Final Estimate	Preliminary Actual	Variance	Final Estimate	Preliminary Actual	Variance	Final Estimate	Preliminary Actual	Variance
<b>Dedicated Taxes</b>																		
MRTCA*	368.4	\$1,003.3	\$3.9	351.4	357.1	-43.9	\$3.5	\$3.5	30.0	30.0	30.0	30.0	\$3.8	\$3.8	30.0	\$1,518.2	\$1,518.2	30.0
Petroleum Business Tax	504.1	488.5	(5.7)	86.9	86.0	(1.0)	-	0.0	-	-	0.0	-	-	0.0	-	503.1	506.4	(5.1)
MRT 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	252.8	253.8	0.8	252.8	253.8	0.8
MRT 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	111.8	108.8	(3.0)	111.8	108.8	(3.0)
Other MRT(M) Adjustments*	-	-	-	-	-	-	-	-	-	-	-	-	(32.9)	(32.9)	-	(32.9)	(32.9)	0.0
Urban Tax	547.5	504.7	(42.2)	-	-	-	-	-	-	-	-	-	-	-	-	547.5	504.7	(42.2)
Investment Income	-	-	-	1.0	1.0	-	-	-	-	-	-	-	-	-	-	1.0	1.0	0.0
	\$2,051.0	\$2,896.4	\$46.4	\$881.3	\$996.4	(\$4.9)	\$3.5	\$3.5	\$8.0	\$8.0	\$8.0	\$8.0	\$196.7	\$191.6	(\$2.3)	\$2,981.4	\$3,028.8	\$38.3
<b>New State Taxes and Fees</b>																		
Payroll Mobility Tax	866.9	867.7	0.7	247.3	247.8	0.3	-	-	-	-	-	-	-	-	-	1,214.2	1,215.3	1.0
Payroll Mobility Tax Replacement Fund	218.3	218.3	-	87.9	87.9	0.0	-	-	-	-	-	-	-	-	-	307.2	307.2	0.0
MTA Auto Taxes†	220.1	218.3	(1.8)	88.2	88.8	(1.5)	-	-	-	-	-	-	-	-	-	308.2	308.8	(0.6)
	\$1,305.4	\$1,304.3	(\$1.1)	\$423.3	\$424.5	(\$1.2)	\$8.0	\$8.0	\$8.0	\$8.0	\$8.0	\$8.0	\$8.0	\$8.0	\$8.0	\$1,829.6	\$1,825.3	(\$4.3)
<b>State and Local Subsidies</b>																		
NYS Operating Assistance	158.1	158.1	-	28.3	28.3	0.0	0.8	0.8	0.0	-	-	-	-	-	-	187.8	187.8	0.0
<b>NYC and Local 16b</b>																		
New York City	158.1	158.1	-	1.9	1.9	0.0	0.8	0.8	0.0	-	-	-	-	-	-	180.5	180.5	0.0
Nassau County	-	-	-	11.6	11.6	0.0	-	-	-	-	-	-	-	-	-	11.6	11.6	0.0
Suffolk County	-	-	-	7.5	7.5	0.0	-	-	-	-	-	-	-	-	-	7.5	7.5	0.0
Westchester County	-	-	-	7.3	7.3	0.0	-	-	-	-	-	-	-	-	-	7.3	7.3	0.0
Putnam County	-	-	-	0.4	0.4	0.0	-	-	-	-	-	-	-	-	-	0.4	0.4	0.0
Dutchess County	-	-	-	0.4	0.4	0.0	-	-	-	-	-	-	-	-	-	0.4	0.4	0.0
Orange County	-	-	-	0.1	0.1	0.0	-	-	-	-	-	-	-	-	-	0.1	0.1	0.0
Rockland County	-	-	-	0.0	0.0	0.0	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
CDOT Subsidies	-	-	-	88.2	70.8	(25.4)	-	-	-	-	-	-	-	-	-	98.3	78.8	(25.4)
Station Maintenance	-	-	-	158.5	160.2	1.7	-	-	-	-	-	-	-	-	-	198.5	198.2	1.7
Pension Liability	-	-	-	(80.0)	(80.0)	0.0	-	-	-	-	-	-	-	-	-	(80.0)	(80.0)	0.0
Inter-Agency Loan	(80.5)	(75.0)	14.5	(30.7)	0.0	30.7	-	-	-	-	-	-	-	-	-	(120.2)	(75.0)	(45.2)
NYCT Charge Back of MTA Bus Debt Service	(11.5)	(11.5)	-	-	-	-	-	-	-	-	-	-	-	-	-	(11.5)	(11.5)	0.0
Forward Energy Contracts Program - Initiated in 2011	0.1	0.1	-	0.0	0.0	0.0	-	-	-	-	-	-	-	-	-	0.1	0.1	0.0
MRT Repayment for 525 North Broadway	-	-	-	(2.0)	(2.0)	0.0	-	-	-	-	-	-	-	-	-	(2.0)	(2.0)	0.0
NYS Reimbursements Transferred to BRT	-	-	-	-	-	-	-	-	-	-	-	-	(3.9)	(3.9)	0.0	(3.9)	(3.9)	0.0
Repayment of Loan to Capital Financing Fund	-	-	-	(100.0)	(100.0)	0.0	-	-	-	-	-	-	-	-	-	(100.0)	(100.0)	0.0
Committed to Capital	(71.6)	(71.6)	-	(51.8)	(51.8)	0.0	-	-	-	-	-	-	-	-	-	(123.4)	(123.4)	0.0
	\$548.8	\$157.9	\$14.5	\$48.4	\$85.3	\$6.9	\$1.1	\$1.1	\$8.0	\$8.0	\$8.0	\$8.0	(\$3.9)	(\$3.9)	\$8.0	\$188.8	\$218.8	\$21.4
<b>Subtotal Dedicated Taxes &amp; State and Local Subsidies</b>	\$3,089.8	\$3,667.7	\$88.8	\$1,173.8	\$1,178.8	\$6.7	\$4.8	\$4.8	\$8.0	\$8.0	\$8.0	\$8.0	\$371.8	\$328.5	(\$2.3)	\$6,816.2	\$6,865.8	\$95.4
<b>City Subsidy to MTA Bus</b>	-	-	-	-	-	-	-	-	-	\$371.5	\$380.0	\$82.0	-	-	-	\$71.5	\$80.0	\$82.0
<b>City Subsidy to BRTCA</b>	-	-	-	-	-	-	-	-	-	30.7	30.7	-	-	-	-	30.7	30.7	0.0
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	\$3,089.8	\$3,667.7	\$88.8	\$1,173.8	\$1,178.8	\$6.7	\$4.8	\$4.8	\$8.0	\$473.5	\$440.7	(\$82.0)	-	-	-	\$6,412.4	\$6,386.5	(\$27.1)
<b>Inter-Agency Subsidy Transactions</b>																		
BRT Operating Surplus Transfer	235.1	246.0	10.9	381.3	380.0	(1.2)	-	-	-	-	-	-	-	-	-	586.2	606.0	6.7
	\$235.1	\$246.0	\$10.9	\$381.3	\$380.0	(\$1.2)	\$8.0	\$8.0	\$8.0	\$8.0	\$8.0	\$8.0	\$8.0	\$8.0	\$8.0	\$686.2	\$696.0	\$9.7
<b>Total Subsidy</b>	\$5,738.6	\$5,981.8	\$67.9	\$1,834.2	\$1,838.8	(\$6.4)	\$13.3	\$13.3	\$16.0	\$571.5	\$528.9	(\$88.4)	\$331.8	\$336.5	(\$2.3)	\$8,088.6	\$8,091.3	(\$17.3)

\* Metropolitan Mass Transportation Operating Assistance Fund  
 † License, Vehicle Registration, Tax and Auto Rental Fees  
 ‡ The actuals will be available with final 2008 closing in April  
 Note: Differences are due to rounding

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2013 Final Estimate vs. Preliminary Actual**  
**Consolidated Subsidy Cash Detail**  
**Explanation of Variances**  
(\$ in millions)

December 2013 Year-to-date

Cash Subsidies:	Variance \$	Variance \$	Variance \$	Variance %	Explanations
Urban Tax	547.5	594.7	47.2	8.6%	The favorable variance is due to higher than expected real estate activity in the New York City.
CDOT Subsidies	96.3	70.6	(25.4)	(26.4%)	The unfavorable variance is primarily due to timing differences in CDOT subsidy payments to MNR by Connecticut Department of Transportation.
City Subsidy to MTA Bus	371.5	289.0	(82.4)	(22.2%)	The unfavorable variance was due mostly to timing of reimbursement from New York City.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2013 Final Estimate vs. Preliminary Actual**  
**Total Positions by Function and Agency**  
**December 2013**

Category	Final Estimate	Actual	Favorable/ (Unfavorable)
<b>Total Positions</b>	<b>67,381</b>	<b>66,361</b>	<b>1,020</b>
NYC Transit	46,454	46,412	42
Long Island Rail Road	6,908	6,727	181
Metro-North Railroad	6,478	6,099	379
Bridges & Tunnels	1,746	1,554	192
Headquarters	1,722	1,603	119
Staten Island Railway	276	267	9
Capital Construction Company	140	123	17
Bus Company	3,657	3,576	81
<b>Non-reimbursable</b>	<b>61,033</b>	<b>61,245</b>	<b>(212)</b>
NYC Transit	41,801	42,459	(658)
Long Island Rail Road	6,141	6,136	5
Metro-North Railroad	5,900	5,842	58
Bridges & Tunnels	1,656	1,466	192
Headquarters	1,672	1,563	109
Staten Island Railway	268	259	9
Capital Construction Company	-	-	-
Bus Company	3,593	3,520	73
<b>Reimbursable</b>	<b>6,348</b>	<b>5,116</b>	<b>1,232</b>
NYC Transit	4,653	3,953	700
Long Island Rail Road	767	591	176
Metro-North Railroad	578	257	321
Bridges & Tunnels	88	88	-
Headquarters	50	40	10
Staten Island Railway	8	8	-
Capital Construction Company	140	123	17
Bus Company	64	58	6
<b>Total Full Time</b>	<b>67,201</b>	<b>66,096</b>	<b>1,105</b>
NYC Transit	46,290	46,165	125
Long Island Rail Road	6,908	6,727	181
Metro-North Railroad	6,477	6,098	379
Bridges & Tunnels	1,746	1,554	192
Headquarters	1,722	1,603	119
Staten Island Railway	276	267	9
Capital Construction Company	140	123	17
Bus Company	3,642	3,559	83
<b>Total Full-Time Equivalents</b>	<b>180</b>	<b>265</b>	<b>(85)</b>
NYC Transit	164	247	(83)
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**  
**2013 Final Estimate vs. Preliminary Actual**  
**Total Positions by Function and Agency**  
**December 2013**

Function/Agency	Final Estimate	Actual	Favorable/ (Unfavorable)
<b>Administration</b>	<b>4,320</b>	<b>3,969</b>	<b>351</b>
NYC Transit	1,934	1,799	135
Long Island Rail Road	646	608	38
Metro-North Railroad	569	500	69
Bridges & Tunnels	64	55	9
Headquarters	932	849	83
Staten Island Railway	25	27	(2)
Capital Construction Company	16	16	-
Bus Company	134	115	19
<b>Operations</b>	<b>29,633</b>	<b>29,697</b>	<b>(64)</b>
NYC Transit	21,910	22,219	(309)
Long Island Rail Road	2,291	2,268	23
Metro-North Railroad	2,163	2,100	64
Bridges & Tunnels	769	648	141
Headquarters	-	-	-
Staten Island Railway	91	92	(1)
Capital Construction Company	-	-	-
Bus Company	2,389	2,370	19
<b>Maintenance</b>	<b>29,809</b>	<b>29,298</b>	<b>511</b>
NYC Transit	20,707	20,570	137
Long Island Rail Road	3,829	3,741	88
Metro-North Railroad	3,836	3,406	230
Bridges & Tunnels	403	389	14
Headquarters	-	-	-
Staten Island Railway	155	148	7
Capital Construction Company	-	-	-
Bus Company	1,079	1,044	35
<b>Engineering/Capital</b>	<b>1,958</b>	<b>1,773</b>	<b>185</b>
NYC Transit	1,319	1,237	82
Long Island Rail Road	142	110	32
Metro-North Railroad	110	94	16
Bridges & Tunnels	221	194	27
Headquarters	-	-	-
Staten Island Railway	5	-	5
Capital Construction Company	124	107	17
Bus Company	37	31	6
<b>Public Safety</b>	<b>1,661</b>	<b>1,626</b>	<b>35</b>
NYC Transit	584	587	(3)
Long Island Rail Road	-	-	-
Metro-North Railroad	-	-	-
Bridges & Tunnels	269	268	1
Headquarters	790	754	36
Staten Island Railway	-	-	-
Capital Construction Company	-	-	-
Bus Company	16	16	2
<b>Total Positions</b>	<b>67,361</b>	<b>66,361</b>	<b>1,020</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2013 Final Estimate vs. Preliminary Actual**  
**Total Positions by Function and Occupational Group**  
**December 2013**

FUNCTION/OCCUPATIONAL GROUP	Final Estimate	Actual	Variance Favorable/ (Unfavorable)
<b>Administration</b>	<b>4,320</b>	<b>3,989</b>	<b>351</b>
Managers/Supervisors	1,709	1,502	208
Professional, Technical, Clerical	2,488	2,445	42
Operational Hourlies	123	22	101
<b>Operations</b>	<b>29,633</b>	<b>29,697</b>	<b>(64)</b>
Managers/Supervisors	3,361	3,345	16
Professional, Technical, Clerical	968	976	(8)
Operational Hourlies	25,305	25,376	(71)
<b>Maintenance</b>	<b>29,809</b>	<b>29,298</b>	<b>511</b>
Managers/Supervisors	5,331	5,080	251
Professional, Technical, Clerical	1,918	1,783	135
Operational Hourlies	22,561	22,435	126
<b>Engineering/Capital</b>	<b>1,958</b>	<b>1,773</b>	<b>185</b>
Managers/Supervisors	522	480	42
Professional, Technical, Clerical	1,432	1,291	141
Operational Hourlies	4	2	2
<b>Public Safety</b>	<b>1,661</b>	<b>1,625</b>	<b>36</b>
Managers/Supervisors	266	274	(8)
Professional, Technical, Clerical	144	128	16
Operational Hourlies	1,251	1,223	28
<b>Total Positions</b>	<b>67,381</b>	<b>66,361</b>	<b>1,020</b>
Managers/Supervisors	11,189	10,680	509
Professional, Technical, Clerical	6,949	6,624	326
Operational Hourlies	49,243	49,058	186

(millions)

Current Month Stabilization Fund

Year to Date Stabilization Fund

	<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:	12/01/13	12/01/13	12/01/13	01/01/13	01/01/13	01/01/13
To Date:	12/31/13	12/31/13	12/31/13	12/31/13	12/31/13	12/31/13
<b>Opening Balance</b>	\$285.924	\$65.943	\$351.867	\$220.736	\$115.183	\$335.919
<b>RECEIPTS</b>						
Interest Earnings	0.019	0.011	0.030	0.182	0.218	0.400
<b>New York State</b>						
State and regional mass transit taxes - MMTOA	135.369	287.707	423.076	507.449	1,006.827	1,514.276
MTTF	5.867	33.245	39.112	87.958	498.453	586.410
Total Dedicated Taxes Received	141.236	320.951	462.187	595.406	1,505.280	2,100.686
Less DTF Debt Service	6.597	30.565	37.162	64.060	296.578	360.638
Net Dedicated Taxes for Operations	134.638	290.387	425.025	531.346	1,208.701	1,740.048
Payroll Mobility Tax	81.807	258.320	340.128	377.885	1,156.900	1,534.785
MTA Aid Trust Taxes	18.333	58.056	76.389	105.772	310.354	416.125
Operating Assistance - 18b	7.313	39.668	46.981	29.252	158.672	187.924
NYS School Fares	0.000	6.313	6.313	0.000	18.938	18.938
Additional Mass Transp Operating Assistance	0.000	n/a	0.000	0.000	n/a	0.000
Total - New York State	\$242.092	\$652.744	\$894.836	\$1,044.255	\$2,853.566	\$3,897.820
<b>Local</b>						
Dutchess County						
Operating Assistance - 18b	\$0.095	n/a	\$0.095	\$0.380	n/a	\$0.380
Station Maintenance	0.000	n/a	0.000	2.339	n/a	2.339
Nassau County						
Operating Assistance - 18b	2.896	n/a	2.896	11.584	n/a	11.584
Station Maintenance	0.000	n/a	0.000	28.395	n/a	28.395
New York City						
Operating Assistance - 18b	0.936	0.000	0.936	2.340	123.672	126.012
Urban - Real Property & Mortgage Recording Tax	n/a	49.919	49.919	n/a	594.675	594.675
Additional Assistance New York City	n/a	35.000	35.000	n/a	35.000	35.000
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	0.000	n/a	0.000	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	0.000	n/a	0.000	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	\$3.927	\$84.919	\$88.846	\$189.973	\$753.347	\$943.320

XI-24

MTA Subsidy, Interagency Loan and Stabilization Fund Transactions - Cash Basis  
(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>(FA Stab)</u>		<u>(General Fd)</u>	<u>(FA Stab)</u>	
From Date:	12/01/13	12/01/13	12/01/13	01/01/13	01/01/13	01/01/13
To Date:	12/31/13	12/31/13	12/31/13	12/31/13	12/31/13	12/31/13
<b>MTA Bridges and Tunnels- Surplus Transfers</b>	27.294	18.313	45.607	359.991	245.971	605.963
<b>Total Subsidy and Other Receipts</b>	<b>\$273.313</b>	<b>\$755.976</b>	<b>\$1,029.289</b>	<b>\$1,594.219</b>	<b>\$3,852.884</b>	<b>\$5,447.103</b>
<b>MTA Sources for Interagency Loans</b>						
B&T Necessary Reconstruction Reserve	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
MTA Capital Program - Non-Resolution Funds	22.000	278.000	300.000	22.000	278.000	300.000
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>\$22.000</b>	<b>\$278.000</b>	<b>\$300.000</b>	<b>\$45.000</b>	<b>\$255.000</b>	<b>\$300.000</b>
<b>Total Receipts and Loans Received</b>	<b>\$295.332</b>	<b>\$1,033.988</b>	<b>\$1,329.320</b>	<b>\$1,639.401</b>	<b>\$4,108.103</b>	<b>\$5,747.504</b>

Continued on Next Page

Continued on Next Page

MTA Subsidy, Interagency Loan and Stabilization Fund Transactions - Cash Basis  
(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:	12/01/13	12/01/13	12/01/13	01/01/13	01/01/13	01/01/13
To Date:	12/31/13	12/31/13	12/31/13	12/31/13	12/31/13	12/31/13
<b><u>Brought forward from prior page</u></b>						
Opening Balance	\$285.924	\$65.943	\$351.867	\$220.736	\$115.183	\$335.919
Total Receipts and Loans Received	295.332	1,033.988	1,329.320	1,639.401	4,108.103	5,747.504
Total Cash and Receipts Available	\$581.257	\$1,099.931	\$1,681.187	\$1,860.137	\$4,223.286	\$6,083.423
<b><u>DISBURSEMENTS</u></b>						
<b><u>Revenue Supported Debt Service</u></b>	76.894	125.810	202.703	502.019	833.130	1,335.149
<b><u>Agency Operations</u></b>						
MTA Long Island Railroad	36.220	0.000	36.220	641.453	0.000	641.453
MTA Metro-North Rail Road	81.450	0.000	81.450	306.972	0.000	306.972
MTA New York City Transit	0.000	204.415	204.415	0.000	2,565.083	2,565.083
MTA NYCT for SIRTOA	0.000	0.261	0.261	0.000	3.628	3.628
Capital Program Contribution	50.123	233.649	283.772	50.123	233.649	283.772
MNR Repayment of 525 North Broadway loan	2.441	0.000	2.441	2.441	0.000	2.441
Capital Security Account	0.000	0.000	0.000	0.000	0.000	0.000
Total Debt Service and Operations	\$247.127	\$564.135	\$811.262	\$1,503.008	\$3,635.490	\$5,138.498
<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	144.000	356.000	500.000	144.000	356.000	500.000
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	\$144.000	\$356.000	\$500.000	\$167.000	\$408.000	\$575.000
Total Disbursements	\$391.127	\$920.135	\$1,311.262	\$1,670.008	\$4,043.490	\$5,713.498
<b><u>STABILIZATION FUND BALANCE</u></b>	<b>\$190.129</b>	<b>\$179.796</b>	<b>\$369.925</b>	<b>\$190.129</b>	<b>\$179.796</b>	<b>\$369.925</b>
<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	0.000	200.000	200.000	0.000	200.000	200.000
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
	\$0.000	\$200.000	\$200.000	\$0.000	\$200.000	\$200.000
<b><u>End of Month NYCT Operating Fund borrowing from MTA Invest Pool not included in Ending Loan Balances above</u></b>	n/a	\$240.909	\$240.909	n/a	\$240.909	\$240.909
<b><u>Total Loan Balances (including negative Operating and Stabilization Fund Balances)</u></b>				\$0.000	\$440.909	\$440.909

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

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

**Dec-13**

**FAREBOX RECOVERY RATIOS**

	<b>2013 <u>Mid-Year Forecast</u></b>	<b>2013 <u>YTD Actual</u></b>
New York City Transit	37.7%	39.2%
Staten Island Railway	10.9%	12.7%
Long Island Rail Road	31.8%	32.8%
Metro-North Railroad	42.0%	44.7%
Bus Company	<u>30.3%</u>	<u>30.6%</u>
<b>MTA Agency Average</b>	<b>36.9%</b>	<b>38.4%</b>

**FAREBOX OPERATING RATIOS**

	<b>2013 <u>Mid-Year Forecast</u></b>	<b>2013 <u>YTD Actual</u></b>
New York City Transit	58.6%	59.1%
Staten Island Railway	16.0%	18.8%
Long Island Rail Road	46.8%	49.5%
Metro-North Railroad	60.6%	59.7%
Bus Company	<u>36.4%</u>	<u>37.1%</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.

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



**Metropolitan Transportation Authority**

State of New York

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

## **Report on Revenue Passengers and Vehicles Ridership Data Thru December, 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**

---

Thursday, February 06, 2014

**Metropolitan Transportation Authority**

**December**

Revenue Passengers	2011	2012	Percent Change	2013	Percent Change
<b>MTA New York City Transit</b>	197,113,772	191,153,756	-3.02%	195,630,389	2.34%
MTA New York City Subway	142,068,824	137,471,991	-3.24%	142,535,728	3.68%
MTA New York City Bus	55,044,948	53,681,765	-2.48%	53,094,661	-1.09%
<b>MTA Staten Island Railway</b>	391,429	323,327	-17.40%	347,222	7.39%
<b>MTA Long Island Rail Road</b>	7,212,059	6,859,040	-4.89%	7,202,585	5.01%
<b>MTA Metro-North Railroad</b>	7,339,230	7,009,613	-4.49%	7,062,872	0.76%
<i>East of Hudson</i>	7,201,122	6,901,054	-4.17%	6,927,541	0.38%
Harlem Line	2,343,967	2,254,289	-3.83%	2,303,474	2.18%
Hudson Line	1,374,664	1,321,710	-3.85%	1,255,542	-5.01%
New Haven Line	3,482,491	3,325,055	-4.52%	3,368,525	1.31%
<i>West of Hudson</i>	138,108	108,559	-21.40%	135,331	24.66%
Port Jervis Line	85,576	67,755	-20.82%	83,241	22.86%
Pascack Valley Line	52,532	40,804	-22.33%	52,090	27.66%
<b>MTA Bus Company</b>	10,044,527	9,893,990	-1.50%	9,942,627	0.49%
<b>MTA Bridges &amp; Tunnels</b>	23,665,382	23,355,262	-1.31%	23,022,593	-1.42%
<b>Total All Agencies</b>	<b>222,101,017</b>	<b>215,239,725</b>	<b>-3.09%</b>	<b>220,185,695</b>	<b>2.30%</b>
<i>(Excludes Bridges &amp; Tunnels)</i>					
Weekdays:	21	21		21	
Holidays:	1	1		1	
Weekend Days:	9	9		9	
Days	31	31		31	

Thursday, February 06, 2014

XI-29

**Metropolitan Transportation Authority**

**December**

Revenue Passengers Year to Date	2011	2012	Percent Change	2013	Percent Change
<b>MTA New York City Transit</b>	2,305,748,713	2,322,492,886	0.73%	2,385,061,673	2.69%
MTA New York City Subway	1,640,434,672	1,654,582,265	0.86%	1,707,524,763	3.20%
MTA New York City Bus	665,314,040	667,910,621	0.39%	677,536,910	1.44%
<b>MTA Staten Island Railway</b>	4,583,452	4,445,173	-3.02%	4,220,523	-5.05%
<b>MTA Long Island Rail Road</b>	81,027,281	81,753,583	0.90%	83,383,566	1.99%
<b>MTA Metro-North Railroad</b>	82,037,786	82,953,628	1.12%	83,378,505	0.51%
<i>East of Hudson</i>	80,364,379	81,341,220	1.22%	81,802,278	0.57%
Harlem Line	26,364,150	26,647,872	1.08%	26,949,667	1.13%
Hudson Line	15,760,094	15,853,088	0.59%	15,877,559	0.15%
New Haven Line	38,240,135	38,840,260	1.57%	38,975,052	0.35%
<i>West of Hudson</i>	1,673,407	1,612,408	-3.65%	1,576,227	-2.24%
Port Jervis Line	1,089,224	1,019,587	-6.39%	983,362	-3.55%
Pascack Valley Line	584,183	592,821	1.48%	592,865	0.01%
<b>MTA Bus Company</b>	119,381,038	120,877,799	1.25%	124,951,185	3.37%
<b>MTA Bridges &amp; Tunnels</b>	283,505,581	282,611,307	-0.32%	284,509,315	0.67%
<b>Total All Agencies</b>	<b>2,592,778,270</b>	<b>2,612,523,069</b>	<b>0.76%</b>	<b>2,680,995,452</b>	<b>2.62%</b>
(Excludes Bridges & Tunnels)					
Weekdays:	247	252		251	
Holidays:	10	11		11	
Weekend Days:	108	103		103	
Days	365	366		365	

Thursday, February 06, 2014

**Metropolitan Transportation Authority**

**December**

<b>12 Month Averages</b>	<b>2011</b>	<b>2012</b>	<b>Percent Change</b>	<b>2013</b>	<b>Percent Change</b>
<b>MTA New York City Transit</b>	192,145,726	193,541,074	0.73%	198,755,139	2.69%
MTA New York City Subway	136,702,889	137,881,855	0.86%	142,293,730	3.20%
MTA New York City Bus	55,442,837	55,659,218	0.39%	56,461,409	1.44%
<b>MTA Staten Island Railway</b>	381,954	370,431	-3.02%	351,710	-5.05%
<b>MTA Long Island Rail Road</b>	6,752,273	6,812,799	0.90%	6,948,687	1.99%
<b>MTA Metro-North Railroad</b>	6,836,482	6,912,802	1.12%	6,948,209	0.51%
<i>East of Hudson</i>	6,697,032	6,778,435	1.22%	6,816,857	0.57%
Harlem Line	2,197,013	2,220,656	1.08%	2,245,806	1.13%
Hudson Line	1,313,341	1,321,091	0.59%	1,323,130	0.15%
New Haven Line	3,186,678	3,236,688	1.57%	3,247,921	0.35%
<i>West of Hudson</i>	139,451	134,367	-3.65%	131,352	-2.24%
Port Jervis Line	90,769	84,966	-6.39%	81,947	-3.55%
Pascack Valley Line	48,682	49,402	1.48%	49,405	0.01%
<b>MTA Bus Company</b>	9,948,420	10,073,150	1.25%	10,412,599	3.37%
<b>MTA Bridges &amp; Tunnels</b>	23,625,465	23,550,942	-0.32%	23,709,110	0.67%
<b>Total All Agencies</b>	<b>216,064,856</b>	<b>217,710,256</b>	<b>0.76%</b>	<b>223,416,345</b>	<b>2.62%</b>
<i>(Excludes Bridges &amp; Tunnels)</i>					
Weekdays:	21	21		21	
Holidays:	1	1		1	
Weekend Days:	9	9		9	
Days	31	31		31	

Thursday, February 06, 2014

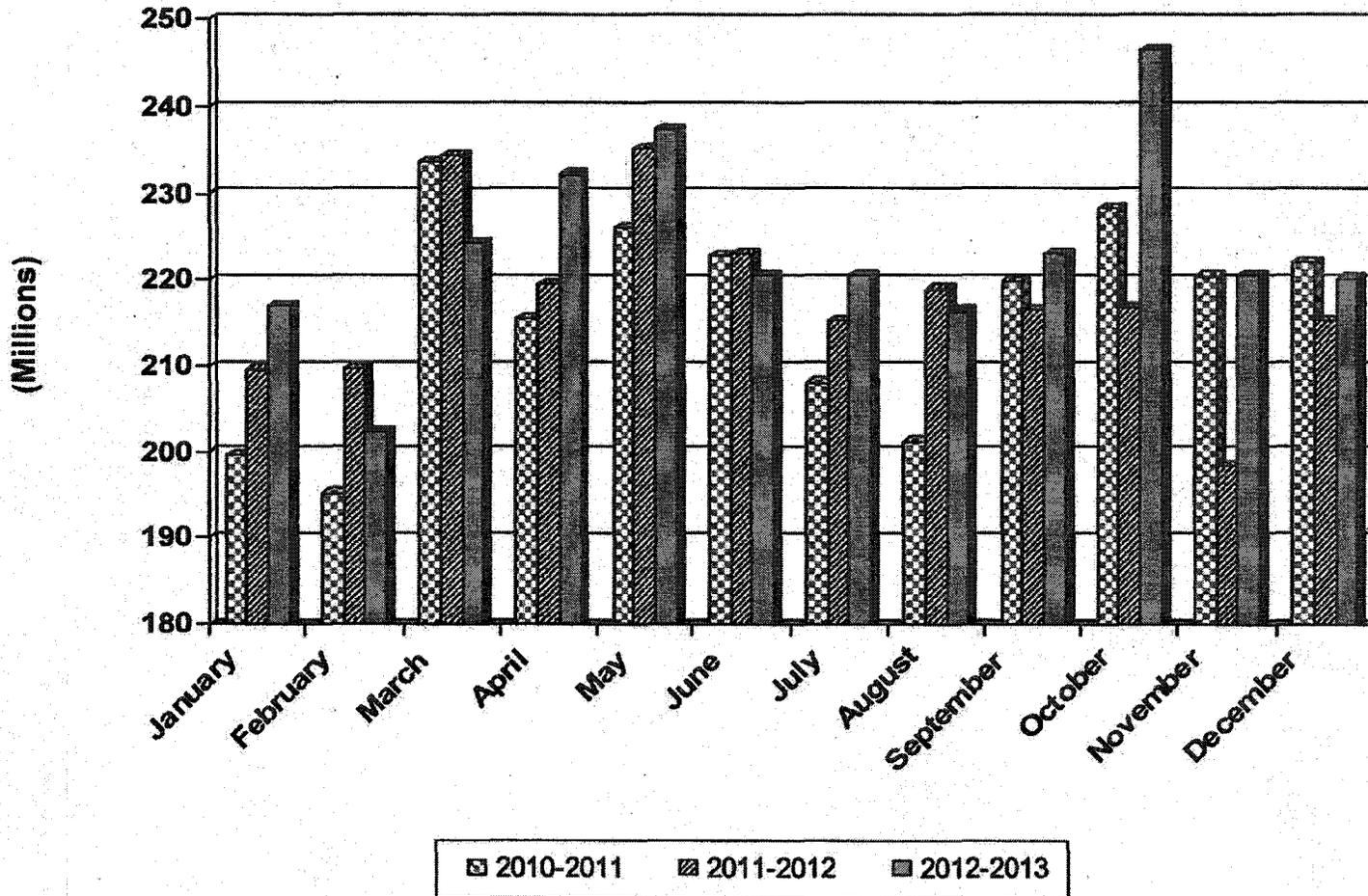
**Metropolitan Transportation Authority**

**December**

Average Weekday Passengers	2011	2012	Percent Change	2013	Percent Change
<b>MTA New York City Transit</b>	7,497,041	7,364,350	-1.77%	7,461,063	1.31%
MTA New York City Subway	5,392,467	5,274,755	-2.18%	5,418,718	2.73%
MTA New York City Bus	2,104,574	2,089,596	-0.71%	2,042,345	-2.26%
<b>MTA Staten Island Railway</b>	16,526	14,427	-12.71%	14,814	2.68%
<b>MTA Long Island Rail Road</b>	296,869	293,968	-0.98%	296,924	1.01%
<b>MTA Metro-North Railroad</b>	294,479	287,219	-2.47%	284,363	-0.99%
<i>East of Hudson</i>	287,900	281,798	-2.12%	277,914	-1.38%
Harlem Line	94,527	92,943	-1.68%	93,173	0.25%
Hudson Line	55,091	54,024	-1.94%	50,400	-6.71%
New Haven Line	138,282	134,831	-2.50%	134,340	-0.36%
<i>West of Hudson</i>	6,579	5,421	-17.60%	6,449	18.96%
Port Jervis Line	4,077	3,383	-17.02%	3,967	17.26%
Pascack Valley Line	2,502	2,038	-18.55%	2,482	21.79%
<b>MTA Bus Company</b>	393,111	394,582	0.37%	388,825	-1.46%
<b>MTA Bridges &amp; Tunnels</b>	793,943	802,287	1.05%	785,274	-2.12%
<b>Total All Agencies</b>	<b>8,498,027</b>	<b>8,354,545</b>	<b>-1.69%</b>	<b>8,445,989</b>	<b>1.09%</b>
<i>(Excludes Bridges &amp; Tunnels)</i>					
Weekdays:	21	21		21	
Holidays:	1	1		1	
Weekend Days:	9	9		9	
Days	31	31		31	

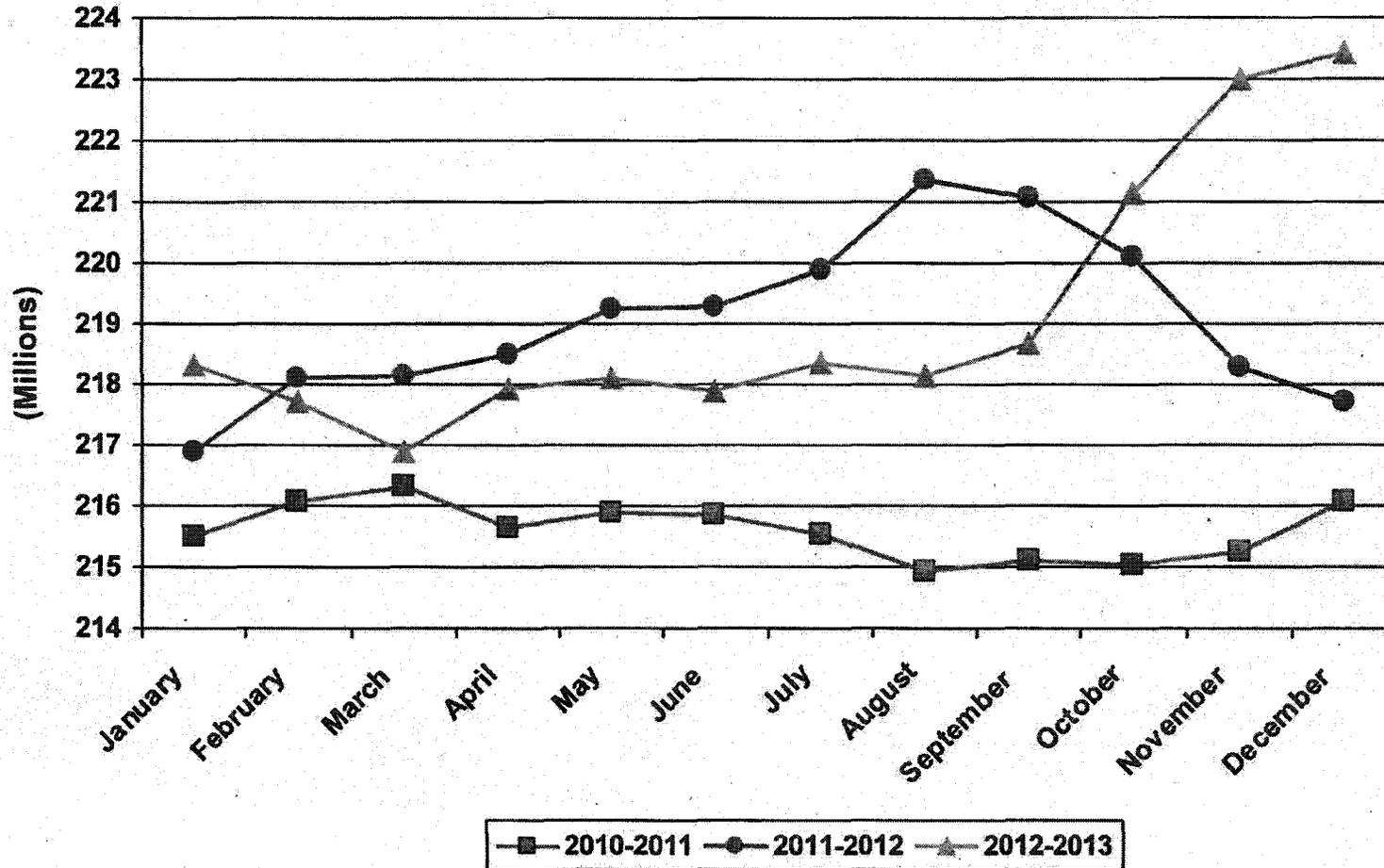
Thursday, February 06, 2014

### Metropolitan Transportation Authority Revenue Passengers



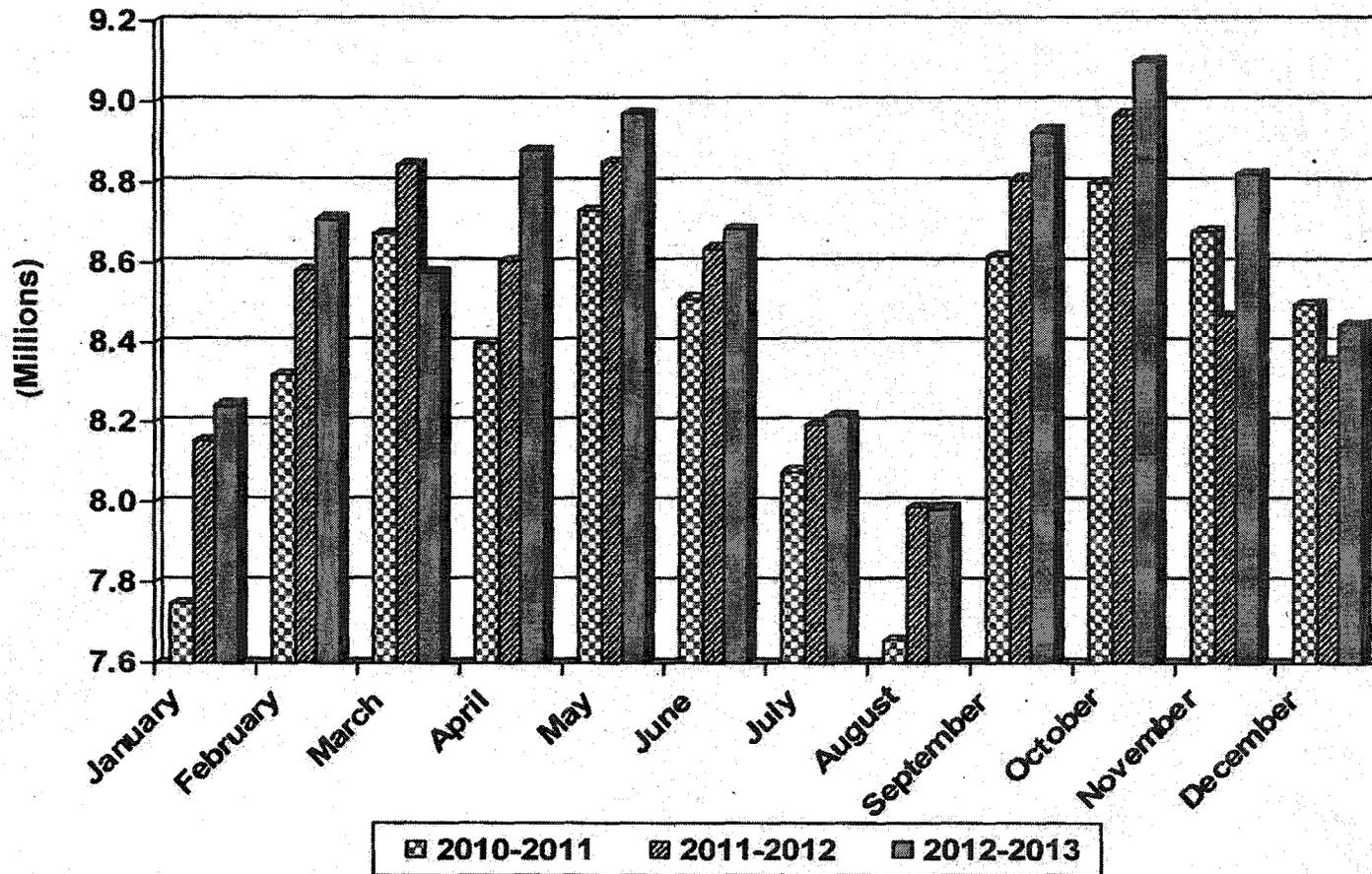
XI-33

### Metropolitan Transportation Authority 12 Month Averages



XI-34

### Metropolitan Transportation Authority Average Weekday Passengers



XI-35

## Metropolitan Transportation Authority

Revenue Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
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%	246,469,549	13.70%
November	220,397,845	196,318,886	-10.02%	220,519,382	11.19%
December	222,101,017	215,239,725	-3.09%	220,185,695	2.30%
12 Month Ave	216,064,856	217,710,256	0.76%	223,416,345	2.62%
Year-to-Date	2,592,778,270	2,612,523,069	0.76%	2,680,995,452	2.62%
12 Month Averages					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
January	215,485,745	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%	218,877,001	-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	214,944,285	221,355,023	2.98%	218,125,773	-1.46%
September	215,101,331	221,082,706	2.78%	218,679,668	-1.08%
October	215,041,777	220,121,843	2.36%	221,154,082	0.47%
November	215,266,775	218,282,030	1.40%	223,004,123	2.16%
December	216,064,856	217,710,256	0.76%	223,416,345	2.62%
Average Weekday Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
January	7,748,500	8,152,931	5.22%	8,243,726	1.11%
February	8,318,587	8,584,526	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	7,988,999	4.32%	7,986,317	-0.03%
September	8,616,006	8,806,848	2.21%	8,926,977	1.36%
October	8,797,407	8,967,293	1.93%	9,100,947	1.49%
November	8,677,409	8,467,584	-2.42%	8,823,310	4.20%
December	8,498,027	8,354,545	-1.69%	8,445,989	1.09%

## MTA New York City Transit

Revenue Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
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	2.49%
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%	219,617,281	13.85%
November	195,863,623	176,579,235	-9.89%	196,664,216	11.37%
December	197,113,772	191,153,766	-3.02%	195,630,389	2.34%
12 Month Ave	192,145,726	193,541,074	0.73%	198,755,139	2.69%
Year-to-Date	2,305,748,713	2,322,482,886	0.73%	2,385,061,673	2.69%
12 Month Averages					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
January	191,617,723	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	1.28%	193,743,787	-0.23%
May	192,001,343	194,864,729	1.49%	193,913,647	-0.49%
June	191,981,994	194,901,239	1.52%	193,740,790	-0.60%
July	191,685,888	195,444,731	1.96%	194,136,965	-0.67%
August	191,178,541	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	195,853,107	2.30%	196,708,338	0.54%
November	191,439,959	194,037,742	1.36%	198,382,087	2.24%
December	192,145,726	193,541,074	0.73%	198,755,139	2.69%
Average Weekday Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
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	7,698,602	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	7,626,923	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%	8,074,957	1.02%
November	7,658,485	7,535,218	-1.61%	7,802,540	3.55%
December	7,497,041	7,364,350	-1.77%	7,461,063	1.31%

## MTA New York City Subway

## Revenue Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
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%	141,447,579	13.79%
December	142,068,824	137,471,991	-3.24%	142,535,728	3.68%
12 Month Ave	136,702,889	137,881,855	0.86%	142,293,730	3.20%
Year-to-Date	1,640,434,672	1,654,582,265	0.88%	1,707,524,763	3.20%

## 12 Month Averages

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
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	138,692,450	2.53%	138,282,007	-0.30%
June	135,505,323	138,809,063	2.44%	138,218,777	-0.43%
July	135,483,874	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%	141,871,752	2.61%
December	136,702,889	137,881,855	0.86%	142,293,730	3.20%

## Average Weekday Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
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%	5,415,926	-2.08%
April	5,295,535	5,427,522	2.49%	5,589,663	2.98%
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	5,456,286	5,323,238	-2.44%	5,608,862	5.37%
December	5,392,467	5,274,755	-2.18%	5,418,718	2.73%

## MTA New York City Bus

Revenue Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
January	50,736,878	53,716,155	5.87%	55,985,382	4.24%
February	50,260,335	54,423,270	8.28%	52,454,869	-3.62%
March	61,731,605	61,259,494	-0.76%	57,197,015	-6.63%
April	55,602,301	56,263,990	1.19%	59,905,187	6.47%
May	59,441,914	60,863,426	2.39%	60,642,837	-0.36%
June	57,097,375	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	55,654,524	-1.94%	57,148,026	2.68%
October	59,095,103	55,633,313	-5.86%	63,183,866	13.57%
November	56,294,671	52,269,910	-7.15%	55,216,637	5.64%
December	55,044,948	53,681,785	-2.48%	53,094,661	-1.09%
12 Month Ave	55,442,837	55,659,218	0.39%	56,461,409	1.44%
Year-to-Date	665,314,040	667,910,621	0.39%	677,536,910	1.44%
12 Month Averages					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
January	57,677,238	55,691,110	-3.44%	55,849,155	0.28%
February	57,612,411	56,038,021	-2.73%	55,685,130	-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	-0.88%	55,522,013	-1.02%
July	56,202,014	56,138,602	-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	56,396,896	1.35%	55,635,553	-1.35%
October	55,403,579	56,108,214	1.27%	56,264,774	0.28%
November	55,256,460	55,772,817	0.93%	56,510,334	1.32%
December	55,442,837	55,659,218	0.39%	56,461,409	1.44%
Average Weekday Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
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%	2,165,853	-5.93%
April	2,144,618	2,191,216	2.17%	2,277,564	3.94%
May	2,278,186	2,281,700	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%	2,324,150	0.44%
November	2,202,199	2,211,980	0.44%	2,193,679	-0.83%
December	2,104,574	2,089,596	-0.71%	2,042,345	-2.25%

## MTA Bus Company

Revenue Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
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	-1.08%
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	10,672,062	10,081,508	-5.53%	11,612,978	15.19%
November	10,264,991	9,520,500	-7.25%	10,156,366	6.68%
December	10,044,527	9,893,990	-1.50%	9,942,627	0.49%
12 Month Ave	9,948,420	10,073,150	1.25%	10,412,599	3.37%
Year-to-Date	119,381,038	120,877,799	1.25%	124,951,185	3.37%

12 Month Averages					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
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%	10,179,955	0.43%
June	9,951,784	10,125,693	1.75%	10,170,029	0.44%
July	9,930,676	10,143,879	2.15%	10,200,588	0.56%
August	9,898,364	10,211,934	3.17%	10,191,220	-0.20%
September	9,901,305	10,196,948	2.98%	10,227,934	0.30%
October	9,892,940	10,147,736	2.58%	10,355,557	2.05%
November	9,898,487	10,085,695	1.89%	10,408,546	3.20%
December	9,948,420	10,073,150	1.25%	10,412,599	3.37%

Average Weekday Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
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	2.28%
October	419,192	427,130	1.89%	433,829	1.57%
November	409,829	409,797	-0.01%	410,328	0.13%
December	393,111	394,582	0.37%	388,825	-1.46%

## MTA Staten Island Railway

## Revenue Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
January	356,386	385,644	8.21%	366,031	-5.09%
February	333,719	367,154	10.02%	315,778	-13.99%
March	427,999	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	-5.69%	425,014	5.83%
November	405,710	328,542	-19.02%	351,758	7.07%
December	391,429	323,327	-17.40%	347,222	7.39%
12 Month Ave	381,954	370,431	-3.02%	351,710	-6.05%
Year-to-Date	4,583,452	4,445,173	-3.02%	4,220,523	-6.05%

## 12 Month Averages

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
January	365,701	384,393	5.11%	368,797	-4.06%
February	367,683	387,179	5.30%	364,515	-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%	349,719	-7.02%
December	381,954	370,431	-3.02%	351,710	-6.05%

## Average Weekday Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
January	15,224	16,557	8.75%	15,203	-8.17%
February	15,698	16,578	5.60%	15,075	-9.07%
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	-9.20%
August	13,291	13,710	3.15%	12,370	-9.78%
September	17,244	17,300	0.33%	16,402	-5.20%
October	18,063	18,225	0.90%	17,025	-6.59%
November	17,302	15,364	-11.20%	16,011	4.21%
December	16,526	14,427	-12.71%	14,814	2.68%

## MTA Long Island Rail Road

## Revenue Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
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%	6,897,877	-2.88%
April	6,651,960	6,858,130	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	7,289,883	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	6,621,963	-4.07%	7,431,994	12.23%
November	6,815,374	5,607,406	-17.72%	6,666,796	18.89%
December	7,212,058	6,859,040	-4.89%	7,202,585	5.01%
12 Month Ave	6,752,273	6,812,799	0.90%	6,948,687	1.99%
Year-to-Date	81,027,281	81,753,583	0.90%	83,383,566	1.99%

## 12 Month Averages

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
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	-0.95%
April	6,747,406	6,865,138	1.74%	6,791,406	-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	6,722,269	6,926,573	3.04%	6,775,613	-2.18%
August	6,699,646	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%
December	6,752,273	6,812,799	0.90%	6,948,687	1.99%

## Average Weekday Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
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	300,068	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	-2.82%
October	288,692	268,456	-7.01%	289,647	7.89%
November	298,001	243,193	-18.39%	304,762	25.32%
December	298,869	293,968	-0.98%	296,924	1.01%

## MTA Metro-North Railroad

## Revenue Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
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	6,948,660	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%	7,132,265	-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%	7,382,282	8.90%
November	6,948,147	6,283,202	-9.57%	6,680,246	6.32%
December	7,339,230	7,009,613	-4.49%	7,062,872	0.76%
12 Month Ave	6,836,482	6,912,802	1.12%	6,948,209	0.51%
Year-to-Date	82,037,786	82,953,628	1.12%	83,378,505	0.51%

## 12 Month Averages

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
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%	6,910,684	-1.22%
November	6,815,655	6,940,270	1.83%	6,943,771	0.05%
December	6,836,482	6,912,802	1.12%	6,948,209	0.51%

## Average Weekday Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
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%	279,246	-0.56%
September	286,603	291,967	1.87%	287,934	-1.38%
October	286,373	260,443	-9.05%	285,489	9.62%
November	293,791	264,012	-10.14%	289,669	9.72%
December	294,479	287,219	-2.47%	284,363	-0.99%

## East of Hudson

## Revenue Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
January	5,916,958	6,407,976	8.30%	6,559,573	2.37%
February	5,685,834	6,265,036	10.19%	5,883,759	-6.09%
March	6,896,269	6,994,506	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%	7,241,822	9.07%
November	6,851,079	6,211,788	-9.33%	6,556,763	5.55%
December	7,201,122	6,901,054	-4.17%	6,827,541	0.38%
12 Month Ave	6,697,032	6,776,435	1.22%	6,816,857	0.57%
Year-to-Date	80,364,379	81,341,220	1.22%	81,802,278	0.57%

## 12 Month Averages

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
January	6,600,865	6,737,950	2.08%	6,791,068	0.79%
February	6,611,870	6,786,217	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	6,882,169	3.47%	6,735,742	-2.13%
October	6,657,561	6,856,715	2.99%	6,785,901	-1.03%
November	6,673,977	6,803,441	1.94%	6,814,649	0.16%
December	6,697,032	6,776,435	1.22%	6,816,857	0.57%

## Average Weekday Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
January	256,810	267,748	4.26%	267,204	-0.20%
February	257,367	269,157	4.58%	265,484	-1.36%
March	266,296	275,580	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%	291,596	0.71%
July	282,626	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%	279,371	10.21%
November	288,836	260,337	-9.90%	283,176	8.77%
December	287,900	281,798	-2.12%	277,914	-1.38%

## Harlem Line

## Revenue Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
January	1,975,045	2,127,333	7.71%	2,182,967	2.62%
February	1,913,040	2,075,606	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%	2,286,516	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%	2,244,617	-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	2,162,086	-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	2,058,664	-7.95%	2,160,739	4.45%
December	2,343,967	2,254,289	-3.83%	2,303,474	2.18%
12 Month Ave	2,197,013	2,220,656	1.08%	2,245,806	1.13%
Year-to-Date	26,364,150	26,647,872	1.08%	26,949,667	1.13%

## 12 Month Averages

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
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	-0.86%
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	2,188,431	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	0.81%
December	2,197,013	2,220,656	1.08%	2,245,806	1.13%

## Average Weekday Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
January	86,168	89,422	3.78%	89,356	-0.07%
February	86,918	89,675	3.17%	89,601	-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	90,818	91,782	1.06%	92,294	0.56%
June	93,237	94,958	1.85%	94,888	-0.07%
July	91,588	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%
December	94,527	92,943	-1.68%	93,173	0.25%

## Hudson Line

## Revenue Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
January	1,159,493	1,228,283	5.93%	1,250,870	1.84%
February	1,106,812	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	1,349,153	1,399,291	3.72%	1,396,805	-0.18%
June	1,408,063	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%	1,280,951	7.63%
December	1,374,664	1,321,710	-3.85%	1,255,542	-5.01%
12 Month Ave	1,313,341	1,321,091	0.59%	1,323,130	0.15%
Year-to-Date	15,760,094	15,853,088	0.59%	15,877,559	0.15%

## 12 Month Averages

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
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%
December	1,313,341	1,321,091	0.59%	1,323,130	0.15%

## Average Weekday Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
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%	54,194	-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%
December	56,091	54,024	-3.84%	56,400	6.71%

## New Haven Line

## Revenue Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
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	3,367,830	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%	3,357,597	6.41%
November	3,271,581	2,953,001	-9.74%	3,115,073	5.49%
December	3,482,491	3,325,055	-4.52%	3,368,525	1.31%
12 Month Ave	3,186,678	3,236,688	1.57%	3,247,921	0.35%
Year-to-Date	38,240,135	38,840,260	1.57%	38,975,052	0.35%

## 12 Month Averages

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
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	3,136,467	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%	3,221,619	-1.51%
August	3,145,885	3,296,347	4.78%	3,216,631	-2.42%
September	3,153,527	3,288,604	4.28%	3,213,929	-2.27%
October	3,159,496	3,276,356	3.70%	3,230,793	-1.39%
November	3,169,520	3,249,808	2.53%	3,244,299	-0.17%
December	3,186,678	3,236,688	1.57%	3,247,921	0.35%

## Average Weekday Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
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%	131,687	0.61%
September	133,112	135,278	1.63%	132,167	-2.30%
October	133,568	120,190	-10.02%	129,384	7.65%
November	137,327	123,279	-10.23%	133,739	8.48%
December	138,282	134,831	-2.50%	134,340	-0.36%

## West of Hudson

## Revenue Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
January	141,427	129,596	-8.37%	117,560	-9.29%
February	138,008	130,857	-5.18%	112,248	-14.22%
March	171,034	150,608	-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	136,788	36.77%	127,068	-7.11%
October	97,639	138,828	42.18%	140,460	1.18%
November	97,068	71,414	-26.43%	123,483	72.91%
December	138,108	108,559	-21.40%	135,331	24.66%
12 Month Ave	139,451	134,367	-3.65%	131,352	-2.24%
Year-to-Date	1,673,407	1,612,408	-3.65%	1,576,227	-2.24%

## 12 Month Averages

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
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	156,756	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%
December	139,451	134,367	-3.65%	131,352	-2.24%

## Average Weekday Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
January	7,436	6,483	-12.82%	5,608	-13.50%
February	7,247	6,537	-9.80%	5,893	-8.85%
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	-4.19%
July	7,884	7,209	-8.56%	6,543	-9.24%
August	7,232	6,824	-5.64%	6,215	-8.92%
September	4,764	7,180	50.71%	6,346	-11.62%
October	4,645	6,942	49.45%	6,118	-11.87%
November	4,855	3,675	-24.30%	6,493	76.68%
December	6,579	5,421	-17.80%	6,449	18.96%

## Port Jervis Line

## Revenue Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
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%	82,466	-12.19%
April	108,000	88,819	-17.78%	82,564	-7.04%
May	111,096	93,989	-15.40%	85,089	-9.47%
June	116,786	94,452	-19.12%	83,426	-11.67%
July	110,772	97,178	-12.27%	91,288	-6.06%
August	104,640	100,855	-3.62%	89,188	-11.57%
September	50,582	85,604	69.24%	80,627	-5.81%
October	46,093	87,075	88.91%	86,989	-0.10%
November	46,692	47,613	1.97%	75,365	58.29%
December	85,576	67,755	-20.82%	83,241	22.86%
12 Month Ave	90,769	84,966	-6.39%	81,947	-3.55%
Year-to-Date	1,089,224	1,019,587	-6.39%	883,362	-3.55%

## 12 Month Averages

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
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%
December	90,769	84,966	-6.39%	81,947	-3.55%

## Average Weekday Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
January	5,088	4,031	-20.93%	3,511	-12.90%
February	4,981	4,084	-18.01%	3,648	-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%	4,056	-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%
December	4,077	3,383	-17.02%	3,967	-17.26%

## Pascack Valley Line

## Revenue Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
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	56,697	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	45,966	54,373	18.21%	52,645	-3.18%
July	47,106	54,144	14.94%	52,352	-3.31%
August	48,476	55,754	15.01%	47,467	-14.86%
September	49,428	51,184	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%
December	52,532	40,804	-22.33%	52,090	27.66%
12 Month Ave	48,682	49,402	1.48%	49,405	0.01%
Year-to-Date	584,183	592,821	1.48%	592,865	0.01%

## 12 Month Averages

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
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%
December	48,682	49,402	1.48%	49,405	0.01%

## Average Weekday Passengers

Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
January	2,338	2,452	4.88%	2,097	-14.48%
February	2,266	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	2,688	5.50%	2,328	-10.05%
November	2,519	1,220	-51.57%	2,530	107.38%
December	2,502	2,038	-18.55%	2,482	21.79%

## MTA Bridges &amp; Tunnels

Revenue Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
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%	24,738,988	-1.96%
July	25,490,788	24,887,622	-2.37%	24,886,530	0.00%
August	24,253,530	25,669,824	5.84%	25,636,599	-0.13%
September	23,976,096	23,763,047	-0.89%	23,810,071	0.20%
October	24,135,980	22,928,321	-5.00%	25,056,350	9.28%
November	23,443,442	20,845,342	-10.66%	23,176,130	10.65%
December	23,685,382	23,355,262	-1.31%	23,022,593	-1.42%
12 Month Ave	23,625,465	23,550,842	-0.32%	23,709,110	0.67%
Year-to-Date	283,505,581	282,611,307	-0.32%	284,509,315	0.67%

12 Month Averages					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
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	-0.66%	23,372,447	-1.74%
August	23,779,919	23,903,353	0.52%	23,369,679	-2.23%
September	23,726,452	23,885,599	0.67%	23,373,597	-2.14%
October	23,615,230	23,784,961	0.72%	23,550,933	-0.98%
November	23,567,461	23,578,786	0.04%	23,736,832	0.68%
December	23,625,465	23,550,942	-0.32%	23,709,110	0.67%

Average Weekday Passengers					
Service Month	2010-2011	2011-2012	Percentage Change	2012-2013	Percentage Change
January	682,304	748,115	9.65%	755,080	0.93%
February	750,861	766,849	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	853,553	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%	811,806	-1.17%
October	801,026	736,273	-8.08%	818,042	11.11%
November	801,634	725,399	-9.51%	802,582	10.64%
December	793,943	802,287	1.05%	785,274	-2.12%

# Fuel Hedge Program

XI-52

# Current Hedge Activity

## Ultra Low Sulfur Diesel Hedges

Start	End	Lock in	Gallons
		Price/Gal	Hedged/Mn
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 *
Dec-2014	Dec-2015	\$2.769	425,026 *

## Natural Gas Hedge

Start	End	Lock in	MMBtus
		Price/MMBtu	Hedged/Mn

\* Reflect average of monthly hedged gallons - contract terms vary by month for hedge duration.

	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 February 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	(\$8.605)	(\$5.148)	\$4.089
Impact of Hedge	<u>2.272</u>	<u>0.436</u>	<u>0.000</u>
<b>Net Impact: Fav/(Unfav)</b>	<b>(\$6.333)</b>	<b>(\$4.712)</b>	<b>\$4.089</b>
<b><u>Compressed Natural Gas</u></b>			
Current Prices vs. November Plan	(\$22.211)	(\$1.353)	\$1.944
Impact of Hedge	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>
<b>Net Impact: Fav/(Unfav)</b>	<b>(\$22.211)</b>	<b>(\$1.353)</b>	<b>\$1.944</b>
<b><u>Summary</u></b>			
Current Prices vs. November Plan	(\$30.816)	(\$6.501)	\$6.033
Impact of Hedge	<u>2.272</u>	<u>0.436</u>	<u>0.000</u>
<b>Net Impact: Fav/(Unfav)</b>	<b>(\$28.544)</b>	<b>(\$6.065)</b>	<b>\$6.033</b>

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

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

**1. ACTION ITEMS**

**MTA METRO-NORTH RAILROAD**

- a. Lease with North Fork Wines & Vineyards LLC dba One Woman Wines for a TASTE NY location selling alcoholic and non-alcoholic beverages, specialty foods, and other culinary products grown or produced in New York State in Retail Space MC-05 at Grand Central Terminal
- b. Long term sublease with purchase option relating to Ardsley-on-Hudson Station Building with Degennaro Construction LLC

**MTA LONG ISLAND RAIL ROAD**

- c. Lease extension with Sutphin LLC. for office space at 90-27 Sutphin Boulevard, Jamaica, Queens to be used by LIRR procurement department

**MTA CAPITAL CONSTRUCTION**

- d. Approval to proceed with negotiated purchase or condemnation of permanent and temporary easements in property known as 335 Madison Avenue, Block 1278, Lot 20 to construct two elevators for MTA LIRR's East Side Access Project

**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. Addition of NYC/NYCT Master Lease property (easement on a portion of Kings County, Block 2110, part of Lot 103)
- e. Change of licensee at newsstand at Euclid Avenue Station, Brooklyn, NY

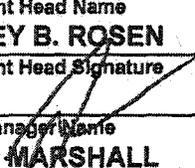
<u>Legal Name</u>	<u>Popular Name</u>	<u>Abbreviation</u>
New York City Transit Authority	MTA New York City Transit	NYC Transit
The Long Island Rail Road Company	MTA Long Island Rail Road	LIRR
Metropolitan Suburban Bus Authority	MTA Long Island Bus	LI Bus
Metro-North Commuter Railroad Company	MTA Metro-North 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).*

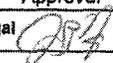
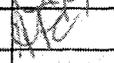
# **MTA METRO NORTH RAILROAD**

# 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>NANCY MARSHALL</b>

Date <b>FEBRUARY 24, 2014</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	Metro-North	2/24/14		X	
2	Finance Committee	2/24/14	X		
3	Board	2/26/14	X		

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

<b>Narrative</b>																									
AGENCY:	MTA Metro-North Railroad ("Metro-North")																								
LESSEE:	North Fork Wines & Vineyards LLC dba One Woman Wines ("One Woman Wines")																								
LOCATION:	Retail Space MC-05																								
ACTIVITY:	A TASTE NY location selling at retail alcoholic and non-alcoholic beverages, specialty foods, and other culinary products grown or produced in New York State ("TASTE NY")																								
ACTION REQUESTED:	Approval of terms																								
TERM:	Five years																								
SPACE:	Approximately 460 sq. ft.																								
COMPENSATION:	Annual Base Rent plus 5% of gross sales over Breakpoint, as follows:																								
	<table border="1"> <thead> <tr> <th>Year</th> <th>Annual Base Rent</th> <th>PSF</th> <th>Breakpoint</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>\$108,000.00</td> <td>\$234.78</td> <td>\$ 900,000.00</td> </tr> <tr> <td>2</td> <td>\$118,800.00</td> <td>\$258.26</td> <td>\$1,000,000.00</td> </tr> <tr> <td>3</td> <td>\$130,680.00</td> <td>\$284.08</td> <td>\$1,500,000.00</td> </tr> <tr> <td>4</td> <td>\$143,748.00</td> <td>\$312.49</td> <td>\$2,000,000.00</td> </tr> <tr> <td>5</td> <td>\$158,123.00</td> <td>\$343.74</td> <td>\$2,000,000.00</td> </tr> </tbody> </table>	Year	Annual Base Rent	PSF	Breakpoint	1	\$108,000.00	\$234.78	\$ 900,000.00	2	\$118,800.00	\$258.26	\$1,000,000.00	3	\$130,680.00	\$284.08	\$1,500,000.00	4	\$143,748.00	\$312.49	\$2,000,000.00	5	\$158,123.00	\$343.74	\$2,000,000.00
Year	Annual Base Rent	PSF	Breakpoint																						
1	\$108,000.00	\$234.78	\$ 900,000.00																						
2	\$118,800.00	\$258.26	\$1,000,000.00																						
3	\$130,680.00	\$284.08	\$1,500,000.00																						
4	\$143,748.00	\$312.49	\$2,000,000.00																						
5	\$158,123.00	\$343.74	\$2,000,000.00																						
MARKETING:	\$10.92 per sq. ft. per year, increasing annually by 3%																								
TRASH:	\$ 9.00 per sq. ft. per year, increasing annually by 3%																								
SECURITY:	Three months minimum rent plus personal guaranties from Gabriella Purita and Gloria Purita (limited to six months' rent after vacating of premises)																								
INSURANCE:	Standard																								
CONSTRUCTION PERIOD:	60 days																								

## FINANCE COMMITTEE MEETING

### North Fork Wines & Vineyards LLC dba One Woman Wines

#### COMMENTS:

In response to a recent MTA Request for Proposals ("RFP") for Retail Space MC-05 in the Shuttle Passage of Grand Central Terminal, two proposals were received; 1. One Woman Wines and 2. TASTE NY GCT, LLC ("TNY GCT"), a partnership to be formed between Red Hook Winery and Beer Table to Go.

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

The RFP for this Shuttle Passage location required the tenant to be a TASTE NY store, supported by the New York State government's TASTE NY marketing campaign, selling at retail high-quality specialty food, all types of New York State labeled alcoholic beverages (beer, wine, cider and spirits) and non-alcoholic beverages, and/or other culinary products grown or produced in New York State that will complement the quality of the retail merchandise currently available in Grand Central Terminal. Taste NY is intended to expand New York's food and beverage industry by highlighting the wide variety of foods and beverages made and grown in New York State and making them readily available to consumers. In efforts to promote New York's agricultural and farm-based foods, Taste NY is being implemented through a variety of promotional efforts, including Taste NY tents at important events, Taste NY stores at transportation hubs and public facilities, and a dedicated website: [www.taste.ny.gov](http://www.taste.ny.gov)

As set forth on the attached chart, One Woman Wines' Unadjusted Guaranteed Rent Amount (i.e. the proposed guaranteed minimum rent, on a present value basis determined using a discount rate of 6%) and its Total Selection Criteria Score were both higher than that of TNY GCT; consequently a selection committee was not convened. The rent proposed by One Woman Wines is within 10% of the value estimated by Williams Jackson Ewing in advance of the RFP.

Based on the foregoing, MTA Real Estate requests authorization to enter into a lease agreement with One Woman Wines on the terms and conditions above.

# Staff Summary



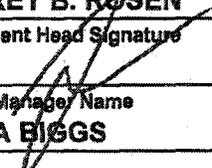
**Grand Central Terminal Retail Leasing Evaluation Sheet**  
 Evaluator: Nancy Marshall, Director GCT Development

Space: MC-05 (currently Papyrus)  
 Date: January 17, 2014

Scoring	A	B	C	D	E	F	G	H	I	J
	<u>Unadjusted Guaranteed Rent Amount</u>	<u>Guaranteed Rent Adjustment Factor</u>	<u>Adjusted Guaranteed Rent Amount (A x B)</u>	<u>Unadjusted Percentage Rent Amount</u>	<u>Percentage Rent Adjustment Factor**</u>	<u>Adjusted Percentage Rent Amount (D x E)</u>	<u>Adjusted Total Rent Amount (C + F)</u>	<u>Selection Criterion A Score *** (H-70)</u>	<u>Selection Criterion B Score (I-30)</u>	<u>Total Selection Criterion Score (H + I)</u>
North Fork Wines and Vineyards LLC dba One Woman Wines	\$549,360	1	\$549,360	\$943	0	0	\$549,360	70.0	15	85
TASTE NY GCT, LLC, a partnership to be formed between Red Hook Winery and Beer Table to Go	\$307,563	1	\$307,563	\$7,536	0	0	\$307,563	39.2	20	59.2
* Guaranteed Rent Adjustment Factor: from 1.00 (no uncertainty about A) to as low as 0.50 (great uncertainty about A); however may be as low as 0.00 per guideline										
** Percentage Rent Adjustment Factor: as high as 0.50 (no uncertainty about D) to as low as zero (great uncertainty about D)										
*** Selection Criterion A Score: 70 multiplied by the ratio of the Adjusted Total Rent Amount for the proposer to the highest Adjusted Total Rent Amount (from column G)										

9-11X

# Staff Summary

Subject <b>DISPOSITION OF PROPERTY</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JEFFREY B. ROSEN</b>
Department Head Signature 
Project Manager Name <b>ALICIA BIGGS</b>

Date <b>FEBRUARY 24, 2014</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Metro-North	02/24/14		X	
2	Finance Committee	02/24/14	X		
3	Board	02/28/14	X		

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

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

SUB-LESSEE: Degennaro Construction, LLC ("Degannaro")

LOCATION: Ardsley-on-Hudson station on Metro-North's Hudson Line

ACTIVITY: Long-term sublease of the Ardsley-on-Hudson station building (the "Building") and outdoor lot for parking (the "Outdoor Lot")

ACTION REQUESTED: Approval of terms

TERM: 260 years, to expire February 27, 2274, upon the expiration of Metro-North lease of Harlem and Hudson Lines (the "Harlem - Hudson" lease); if Metro-North's purchase option is exercised the Building but not the Outdoor Lot will be conveyed

SIZE: Lot size – approximately 73± ft. × 25± ft.  
Building size – 3,300± sq. ft.  
Outdoor Lot – approximately 4,300± sq. ft.

PRE-PAID RENT: Fifty thousand dollars (\$50,000), payable at lease signing

**COMMENTS:**

In furtherance of the net-leasing program that MTA Real Estate and Metro-North have developed and to provide for the disposition of historic but no longer needed station buildings, MTA Real Estate issued a request for proposals ("RFP") for the long-term triple-net sublease of the Building and the Outdoor Lot. Metro-North seeks to divest itself of ongoing maintenance obligations associated with the Building which is no longer needed to support passenger railroad service with the recent renovation of the Ardsley-on-Hudson station.

In response to the RFP, a single proposal was received, from Degennaro Construction, LLC, which offered a pre-paid rent of \$50,000. Such amount is lower than the appraised value of \$103,000. However, in valuing the property, the appraiser did not consider the cost of renovations required for Metro-North to bring the Building into a state of good repair. A 2006 assessment by Metro-North determined the total cost to bring the Building to a state of good repair would be approximately \$3.276 million. In addition, the annual maintenance costs would total approximately \$100,000. Accordingly, MTA Real Estate and Metro-North believe that it is in the best interests of the MTA and Metro-North to dispose of Building for the offered payment, which, in view of the above-noted costs that burden the premises, exceeds the reasonable assessment of the fair market value of the premises. If MTA exercises its purchase option under the Harlem-Hudson Lease, the Building will be deeded to the sub-lessee via quitclaim deed.

# Staff Summary

## FINANCE COMMITTEE MEETING

### Ardsey-on-Hudson Station. (Cont'd.)

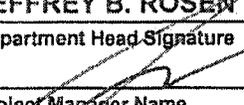
John-Michael Degennaro has owned and operated Degennaro since 2004. He plans to renovate the building for commercial use. Approximately 574 square feet on the first floor is currently subleased to a local U.S. Post Office branch on a month-to-month basis. The continuation of this sublease agreement would be subject to Degennaro Construction's interest and the Post Office's willingness to remain in the space.

The Outdoor Lot, consisting of vacant land located directly northeast of the Building and measuring approximately 4,300 square feet, will allow parking to be developed at Degennaro's cost and expense. The portion of the sublease covering the Outdoor Lot, adjacent to the outbound platform and right-of-way, will be subject to MNR's right to terminate for a transportation related purpose upon 180 days' prior written notice. Metro-North will retain access rights to this area for ingress and egress purposes and will not deed the Outdoor Lot to Degennaro if MTA's purchase option is exercised under the Harlem-Hudson Lease.

Based on the foregoing, MTA Real Estate requests authorization to enter into a sublease agreement with Degennaro Construction, LLC on the terms described above.

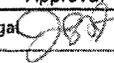
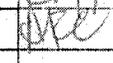
# **MTA LONG ISLAND RAIL ROAD**

# Staff Summary

Subject <b>LEASE MODIFICATION &amp; EXTENSION</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>February 24, 2014</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	2/24/14	X		
2	Board	2/26/14	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")  
 LANDLORD: Sutphin LLC  
 LOCATION: 90-27 Sutphin Boulevard, Jamaica Queens, New York 11101  
 ACTIVITY: Lease modification and extension  
 ACTION REQUESTED: Approval of terms  
 TERM: January 1, 2015 - June 30, 2015  
 RENEWAL OPTION: 6 month renewal option from 7/1/15 thru 12/31/15, if exercised by 6/30/14  
 SPACE: Entire 3<sup>rd</sup> Floor – 19,600 sq. ft. (the "Premises")  
 COMPENSATION: \$475,104 (\$24.24 per sq. ft.) per annum  
 ELECTRIC: Direct meter to utility  
 REAL ESTATE TAXES: Tenant to pay its proportionate share of increases in taxes over the base fiscal year 2013  
 LANDLORD'S WORK: None

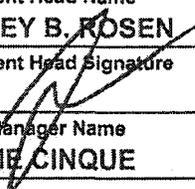
**COMMENTS:**

As part of the MTA's comprehensive right sizing initiative, in order to maximize the use of MTA-owned space in lieu of leased space to generate savings, the LIRR Procurement Department will relocate from 90-27 Sutphin Boulevard to its Hillside Support Facility ("HSF") during 2015. The project calls for the rehabilitation of underutilized space in the HSF to domicile the Procurement Department and reconfigure the current Metropolitan Transportation Authority Police Department group into less, but more efficient space. Due to the time frame required to complete this project, a short term lease extension at 90-27 Sutphin Boulevard is required. All terms and conditions of the existing lease, including the base Compensation above plus accrued escalation remain unchanged.

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

# **MTA CAPITAL CONSTRUCTION**

# Staff Summary

Subject <b>PROPERTY ACQUISITION</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JEFFREY B. ROSEN</b>
Department Head Signature 
Project Manager Name <b>HELENE CINQUE</b>

Date <b>FEBRUARY 24, 2014</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	2/24/14			
2	Board	2/26/14			

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

AGENCY: MTA Capital Construction Company ("MTACC")

PROPERTY: 335 Madison Avenue (Block 1278, Lot 20) Manhattan (the "Property")

OWNER: 335 Madison Avenue LLC (controlled by Milstein Properties Corp.)

ACTIVITY: Acquisition of permanent and temporary easements

AREA: Approx. 400 sq. ft. permanent easement on the East 43<sup>rd</sup> St. side of the Property and approx. 600 sq. ft. permanent easement on the East 44<sup>th</sup> St. side of the Property.

ACTION REQUESTED: Authorization to commence steps for acquisition

COMMENTS:

The MTA LIRR East Side Access Project ("ESA") has requested that MTA Real Estate proceed with the acquisition of permanent and temporary easements in 335 Madison Ave, Manhattan, New York, Block 1278, Lot 20 (the "Property") to support construction and operation of two new elevators, as described below. The Property is a 28-story commercial office building containing approximately 1,000,000 square feet of rentable space. The building occupies the entire block bounded by East 44<sup>th</sup> Street, East 43<sup>rd</sup> Street, Madison Avenue and Vanderbilt Avenue.

The TMC/SMO elevator, which will be located in the East 43<sup>rd</sup> Street side of the Property, will be a three-stop, non-public elevator connecting Metro-North's existing Station Master's Office ("SMO") in Grand Central Terminal with the street above and with LIRR's new Terminal Management Center ("TMC") below. The TMC/SMO elevator link will facilitate rapid coordination of LIRR and Metro-North responses and improved access to first responders including the FDNY and NYPD. The FDNY fully supports the design and encourages the construction of this elevator. The easements needed to construct and operate this elevator will be located in a portion of the Property's street-level lobby and Bank of America ATM area and in basement space formerly occupied by a health club.

The Biltmore elevator will be a two-stop, public, ADA-accessible elevator located on the East 44<sup>th</sup> Street side of the Property. This elevator will provide customer access from the Biltmore Room lobby in Grand Central to the new East Side Access Concourse below. The easements needed to construct and operate this elevator primarily will be located in a presently unused portion of the Property's basement, with a small easement in the street level retail space (formerly leased by Daffy's) to support the top of the elevator's mechanical equipment.

MTA Real Estate will endeavor to acquire the easements described above through negotiation. If negotiated agreements are not reached, MTA may be compelled to acquire the one or both sets of easements by eminent domain. In order to preserve MTA's rights and lessen the potential for future delays to the project, the MTA must begin taking steps to satisfy the requirements of the Eminent Domain Procedure Law ("EDPL"), including a public hearing.

# Staff Summary

## FINANCE COMMITTEE MEETING Property Acquisition. (Cont'd.)



Page 2 of 2

Based on the foregoing, MTA Real Estate requests authorization to acquire temporary and permanent easements in the Property by negotiated agreement or eminent domain and to adopt the attached Resolution authorizing MTA to commence the proposed acquisition process.

## **BOARD RESOLUTION**

**WHEREAS**, acquisition of permanent and temporary easements (the "Easements") in the property located at 335 Madison Avenue, Manhattan, New York, a/k/a Block 1278, Lot 20 (the "Property") is required to construct and operate two new elevators serving Grand Central Terminal as follows:

(1) A non-public elevator on the East 43<sup>rd</sup> Street side of the Property connecting Metro-North Commuter Railroad's existing Station Master's Office with the street above and with LIRR's new Terminal Management Center below and

(2) A public, ADA-accessible elevator on the East 44<sup>th</sup> Street side of the Property connecting Grand Central Terminal's Biltmore Room to the new East Side Access Concourse below;

**WHEREAS**, MTA Real Estate will seek to acquire the Easements through negotiated agreement(s); and

**WHEREAS**, if such negotiated agreement(s) cannot be concluded in a timely manner, acquisition of the Easements by eminent domain will be required;

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

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

This Resolution shall take effect immediately upon its adoption.

# **INFORMATION ITEMS**

# Memorandum



## Metropolitan Transportation Authority

State of New York

Date February 24, 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: FEBRUARY 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	\$1,785.80	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	Bellmore Station, Bellmore, 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 February 24, 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.

**February 2014 Event Forecast**

<b>Event</b>	<b>Date</b>	<b>Description</b>	<b>Space</b>	<b>Use</b>
Under Armour	Jan 29 - Feb 2	In conjunction with the super bowl. (Details TBD)	Full Hall	Public
Thomas'	February 3, 2014	Thomas' Bagels handed out free toasted bagels with different spreads as a kick off to National Bagel Week	West Side	Public
Rockettes	February 5, 2014	A sneak peek performance of their newest show-- Heart and Lights	West Side	Public
Li Lac Sampling	Feb 6 and 7	Li Lac Chocolates to hand out samples and coupons for a free chocolate bar with a \$10 purchase at their store	East Side	Public
Girl Scouts	February 7, 2014	To kick off Girl Scout Cookie Season, this will be a "green carpet" event with cookie sales	West Side	Public
Miami Suntan	February 15, 2014	A beach scene with free sunscreen samples	East Side	Public
NYC Beer Week	February 21, 2014	As the kick off to NYC Beer Week, this will be a private, ticketed beer sampling event for people 21 and over	Full Hall	Private

US Olympic Committee	February 22 and 23	The final stop on the Road to Sochi tour. Feb 22 is a load in day. Feb 23 open to the public	Full Hall and Taxi Stand	Public
Downy	February 25, 2014	A dream-like scene to promote Downy products	East Side	Public
Japan Earthquake Photo Exhibit	February 26 - March 4	A photo exhibit showing the destruction and rebuilding after the Japan Earthquake	West Side	Public

# Memorandum



## **Metropolitan Transportation Authority**

State of New York

Date February 24, 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 February 2014

Licensee	License Dates	Use	Monthly Compensation
With Love From Brooklyn	2/1/14-2/28/14	The retail sale of food products made in Brooklyn	2/2014 \$2500
Rifle & Radford	2/1/2014-5/31/2014	The retail sale of licensee produced jewelry	2/2014 \$2500 3/2014 \$2500 4/2014 \$2500 5/2014 \$2500
Heart Art	2/1/2014-2/28/2014	The retail sale of licensee produced art	2/2014 \$2500
Insiders1	2/1/2014-2/28/2014	The retail sale of licensee produced leather accessories	2/2014 \$2500

# Staff Summary

<b>Subject</b> <b>ADDITION OF MASTER LEASE PROPERTY</b>
<b>Department</b> <b>REAL ESTATE</b>
<b>Department Head Name</b> <b>JEFFREY B. ROSEN</b>
<b>Department Head Signature</b>
<b>Project Manager Name</b> <b>HELENE CINQUE</b>

<b>Date</b> <b>February 24, 2014</b>
<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 Committee	2/24/14		X	

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

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

**LESSOR::** The City of New York (the "City")

**LOCATION:** Brooklyn Block 2110, part of Lot 103 (Intersection of Lafayette Avenue and Flatbush Avenue) and Brooklyn Block 2106, part of Lot 1 (Intersection Rockwell Place, Flatbush Avenue and Lafayette Avenues)

**ACTIVITY:** Addition of sub-surface property to that lease dated June 1, 1953 between the City and NYCT (the "Master Lease") for the operation of a below grade ventilation facility.

**TERM:** N/A

**COMPENSATION:** None

**COMMENTS**

NYCT upgraded its existing underground vent plant, which is situated on the properties shown above, in 2004. Due to property jurisdiction issues between City agencies, a temporary license agreement was entered into so NYCT could build its facility while the jurisdictional issues were resolved.

The City has since resolved its jurisdictional issues and is now ready execute an indenture which will add the sub-surface property occupied by the vent plant to the Master Lease. NYCT will also retain rights to access, maintain, operate, replace, upgrade and repair its facility.

Based on the foregoing, the City will indenture the above-referenced properties to the Master Lease

# Staff Summary

<b>Subject</b> <b>LICENSE AGREEMENT</b>
<b>Department</b> <b>REAL ESTATE</b>
<b>Department Head Name</b> <b>JEFFREY B. ROSEN</b>
<b>Department Head Signature</b>
<b>Project Manager Name</b> <b>MICHAEL T. THADATHIL</b>

<b>Date</b> <b>FEBRUARY 24, 2014</b>
<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 Committee	02/24/14		X	

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

**AGENCY:** MTA New York City Transit ("NYCT")  
**LICENSEE:** Mohamad A. Kashem and MD Fazlul Halim  
**LOCATION:** Euclid Avenue Station, Brooklyn, NY  
**ACTIVITY:** Operation of a newsstand  
**ACTION REQUESTED:** Approval of terms  
**TERM:** Ten years, subject to termination at will by MTA on 60 days' notice.  
**SPACE:** Approximately 84 square feet

COMPENSATION:	Year	Annual	Monthly	% Increase	Per Sq. Ft.
	1	\$23,785.00	\$1,982.08		\$283.15
	2	\$24,740.00	\$2,061.67	4.02%	\$294.52
	3	\$25,730.00	\$2,144.17	4.00%	\$306.31
	4	\$26,760.00	\$2,230.00	4.00%	\$318.57
	5	\$27,830.00	\$2,319.17	4.00%	\$331.31
	6	\$28,945.00	\$2,412.08	4.01%	\$344.58
	7	\$30,100.00	\$2,508.33	3.99%	\$358.33
	8	\$31,310.00	\$2,609.17	4.02%	\$372.74
	9	\$32,565.00	\$2,713.75	4.01%	\$387.68
	10	\$33,890.00	\$2,824.17	4.07%	\$403.45

**COMMENTS:**

The subject newsstand license was approved by the Board in November 2012 to be awarded to Mohamed A. Kashem. After Board approval, Mr. Kashem requested permission to sign the license with a business partner, MD Fazlul Halim. However, Mr. Kashem informed MTA Real Estate that he will continue serving as the chief operating partner.

Based on the foregoing, MTA Real Estate will enter into a license agreement with both Mohamed A. Kashem and MD Fazlul Halim on the above-described terms and conditions.