



**Metropolitan Transportation Authority**

# **Finance Committee Meeting July 2015**

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## **Committee Members**

T. Prendergast, Chair  
F. Ferrer, Vice Chair  
J. Ballan  
J. Banks, III  
R. Bickford  
A. Cappelli  
J. Kay  
C. Moerdler  
M. Pally  
J. Sedore, Jr.  
V. Tessitore, Jr\*  
P. Trottenberg  
C. Wortendyke  
N. Zuckerman\*

**Finance Committee Meeting**  
2 Broadway, 20th Floor Board Room  
New York, NY 10004  
Monday, 7/20/2015  
12:30 - 1:45 PM ET

**1. PUBLIC COMMENTS PERIOD**

**2. APPROVAL OF MINUTES – JUNE 22, 2015**

*Finance Committee Minutes - Page 4*

**3. 2015 COMMITTEE WORK PLAN**

*2015 Work Plan - Page 14*

**4. BUDGETS/CAPITAL CYCLE**

**Finance Watch**

*Finance Watch - Page 22*

**5. MTA HEADQUARTERS & ALL-AGENCY ITEMS**

**Action Item**

*Approval of Remarketing Agent - Page 34*

**Procurements**

*MTAHQ Procurement Report - Page 35*

*MTAHQ Competitive Procurements - Page 37*

**6. METRO-NORTH RAILROAD (No Items)**

**7. LONG ISLAND RAIL ROAD**

*LIRR Procurement - Page 50*

**8. NEW YORK CITY TRANSIT, and MTA BUS OPERATIONS**

*NYCT Procurements - Page 52*

**9. BRIDGES AND TUNNELS**

*B & T Procurement - Page 62*

**10. FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY (No Items)**

**11. MTA CONSOLIDATED REPORTS**

*Statement of Operations - Page 64*

*Overtime Report - Page 72*  
*Report on Subsidies - Page 76*  
*Positions - Page 83*  
*Subsidy, Interagency Loans and Stabilization Fund Transactions - Page 86*  
*Farebox Recovery Ratios - Page 89*  
*MTA Ridership - Page 90*  
*Fuel Hedge Program - Page 114*

## **12. REAL ESTATE AGENDA**

*Real Estate Agenda - Page 118*

### **Resolution on Statement of Purpose Regarding Affordable Housing**

*Resolution on Statement of Purpose Regarding Affordable Housing - Page 121*

### **Action Items**

*Real Estate Action Items - Page 122*

### **Report and Information Items**

*Real Estate Info Items - Page 171*

## **13. EXECUTIVE SESSION**

Minutes of the MTA Finance Committee Meeting  
June 22, 2015  
2 Broadway, 20th Floor Board Room  
New York, NY 10004  
12:00 PM

The following Finance Committee members attended:

Hon. Andrew M. Saul, Chairman  
Hon. Fernando Ferrer, Vice Chair  
Hon. Jonathan A. Ballan  
Hon. Robert C. Bickford  
Hon. Allen P. Cappelli  
Hon. Charles G. Moerdler  
Hon. Mitchell H. Pally  
Hon. James L. Sedore, Jr.  
Hon. Polly Trottenberg  
Hon. Carl V. Wortendyke  
Hon. Neil Zuckerman

The following Finance Committee members did not attend:

Hon. John H. Banks III  
Hon. Jeffrey A. Kay  
Hon. Vincent Tessitore, Jr.

The following Board Members were also present:

Hon. Andrew Albert  
Hon. Susan G. Metzger  
Hon. John J. Molloy

The following MTA staff attended:

Robert Foran  
Douglas Johnson  
Patrick McCoy  
Jeffrey Rosen

Chairman Andrew Saul called the June 22, 2015 meeting of the Finance Committee to order at 12:11 PM.

### **I. Public Comments**

There were no public comments.

### **II. Approval of Minutes**

The Committee approved the minutes to its prior meeting held on May 18, 2015.

### **III. Committee Work Plan**

There were no changes to the Work Plan.

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

#### **A. BudgetWatch**

Mr. Douglas Johnson presented BudgetWatch (see the MTA website for the entire BudgetWatch: <http://web.mta.info/mta/ind-finance/budgetwatch.pdf>). This month's BudgetWatch focused on operating results through May and subsidy results through June.

**Month Results:** Mr. Johnson reported that for May, operating results have been favorable, including operating expenses \$34.1 million or 4.4% favorable, toll revenue \$7.4 million, or 4.8% favorable, and passenger revenue \$4.7 million, or 1.0% favorable. Mr. Johnson noted that passenger revenue has been improving since the inclement weather during the winter. In addition, favorable results included real estate transaction taxes, \$43.9 million, or 50.6% favorable. Mr. Johnson noted the overall favorable results were partially offset by lower collections of Petroleum Business Tax (PBT), \$9.3 million, or 16.1% unfavorable, and MTA Aid taxes and fees, \$13.2 million, or 17.2% unfavorable.

**YTD Results:** Mr. Johnson reported that YTD results were positive, primarily for the same reasons as the monthly results. Favorable results included, real estate transaction taxes YTD were \$212 million or 41% favorable, particularly in the Urban Tax category. Toll revenue has been consistently high, with \$22 million, or 3.2% favorable. Debt service expenses were \$51 million favorable, or 4.9% favorable, mostly due to timing and lower variable rates. Operating expenses YTD were \$69 million, or 1.7% favorable, reflecting timing-related variances and savings in vacancies, fuel, pension, and health and welfare expenses. Mr. Johnson noted that YTD positive operating expenses were partially offset by higher overtime expenses, but there has been improvement in that category as well.

Regarding the unfavorable results, the MTA Aid taxes and fees YTD were \$16.5 million or 11.1% unfavorable. Mr. Johnson commented that staff is consulting with the State to ascertain a better understanding of this unfavorable dynamic. Additionally, passenger revenue YTD remains unfavorable, with \$29 million or 1.6%, unfavorable. The unfavorable results for passenger revenue were primarily due to severe winter weather, and the improved results in recent months is lessening that unfavorable level. Lastly, Mr. Johnson reported that due to an error in reporting in March, the PMT results had been reported as unfavorable, but in actuality they are on target. Mr. Johnson indicated that re-estimates for budget numbers will be reflected in the July Financial Plan.

**Discussion:** Mr. Moerdler inquired with regard to the status of fuel hedges (see FinanceWatch for the most recent fuel hedge transaction) and what the costs or savings related to fuel hedges have been. Mr. Patrick McCoy commented that staff will present a full year assessment on results from fuel hedges in October, per the Work Plan. Mr. Cappelli inquired regarding the motion for restoration of services that had been tabled and asked for its consideration. Mr. Robert Foran noted that any restoration of services will be addressed in the July Financial Plan, but cautioned that the favorable results that have occurred are primarily due to real estate transaction taxes and may not

be sustainable. Several Members indicated their concerns regarding the need to restore services to accommodate increased ridership. Chairman Saul assured the Committee that discussion related to services and all other budgetary matters will occur during the July Committee meeting when the July Financial Plan is released.

## **B. FinanceWatch**

Mr. McCoy presented FinanceWatch (see pages 22 through 31 of the Committee book for the complete FinanceWatch report).

**Fuel Hedge:** Mr. McCoy reported that on May 28, 2015, MTA executed an approximately 2.9 million gallon ultra-low sulfur diesel fuel hedge with Merrill Lynch Commodities Inc., at an all-in price of \$1.997/gallon. Three of MTA's existing approved commodity counterparties participated in competitive 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 May 2016 through April 2017.

**Bond Anticipation Notes:** Mr. McCoy discussed the recent competitive bidding on \$500 million Transportation Revenue Bond Anticipation Notes (BANs), Series 2015A. Mr. McCoy noted staff was pleased with the results, with 17 different bidders providing 42 bids. Mr. McCoy noted that a unique aspect to the transaction was that bids were accepted for as small as \$10 million notes, allowing large and small firms to bid. Four winning bids were utilized, from First Tennessee Bank National Association (FTN) for a total of \$40 million notes, Goldman Sachs for \$100 million notes, and Bank of America Merrill Lynch for \$360 million notes, and yields were attractive with 0.20%, 0.21%, and 0.257%, respectively. The BANs mature March 1, 2016, and will be retired with Transportation Revenue Bonds. Mr. McCoy indicated that when those bonds are issued staff will have better insight on the use of the proceeds from the BANs and will be poised to structure the bonds to achieve a closer asset/liability match.

**Remarketings:** Mr. McCoy reported that in July 2015, MTA will effect a mandatory tender and remarket \$193.1 million of TBTA General Revenue Variable Rate Refunding Bonds, Subseries 2005B -3. The standby bond purchase agreement issued by Bank of America, N.A., will expire by its terms, and a new letter of credit (LOC) will be provided by Bank of Tokyo-Mitsubishi at a lower cost. Mr. McCoy will report the results of the transaction at the July Committee meeting.

**Refundings:** Mr. McCoy reported that MTA will be refunding on a current basis \$1.06 billion of Transportation Revenue bonds which are callable in November 2015. Currently, staff anticipates two transactions for the current refundings. Mr. McCoy noted a possibility of some advance refunding candidates, but confirmed that the bulk of the refundings will be current refundings.

**Discussion:** Mr. Ballan inquired whether the firms that bid on the BANs obtain any type of credit for it in terms of other transactions. Mr. McCoy confirmed that whenever merit assignments are considered, ongoing service and performance, including participation in competitive bids, are reviewed. Mr. Moerdler inquired regarding auction rate securities and their status. Mr. McCoy commented that the auction rate securities are still generating a low cost of funds for MTA, so they are still being kept in the market, and staff is monitoring the status, but at this point there is no plan to redeem them.

Mr. Ferrer inquired whether MTA requires an additional Financial Advisor, and whether there are efforts to engage a second one. Mr. McCoy indicated that MTA does have two Financial Advisors, one for bond transactions and one for derivatives and fuel hedges. He further indicated that the RFP for Financial Advisors was completed in 2013 and is anticipated to be completed again in 2016. In addition, the Financial Advisor, Public Financial Management, Inc. (PFM), agreed to a cap on its fees for its services. Mr. Ferrer further inquired regarding bond transactions whether there is too much work for one and whether a second Financial Advisor is warranted. Mr. McCoy indicated that this option will be considered with the new RFP, and the selection committee in the RFP process will consider whether MTA is being served well by one Financial Advisor for its bond transactions. Mr. McCoy noted he would report in July with a preliminary analysis of the transaction flow whether MTA's needs are being met by one Financial Advisor. Mr. McCoy commented that PFM has continued to serve MTA well even when the cap is met, but that this dynamic will also be considered during the RFP selection process in the evaluation of MTA's needs for additional services.

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

### **A. Action Items**

Mr. Johnson reported that there were three action items for MTA Headquarters and All-Agency items (see pages 32 through 38 of the Committee book):

- Approval of Variable Rate Refunding Bonds
- Addition of Outside Counsel to Approved Torts/FELA Panel
- 2015 State Public Work Enforcement Fund (PWEF) Assessment

#### **1. Approval of Variable Rate Refunding Bonds**

Mr. McCoy discussed the action item, which is to obtain Board approval to issue variable rate Transportation Revenue Refunding bonds in connection with the current refundings, \$1.06 billion, in 2015. Mr. McCoy noted of the \$1.06 billion, approximately \$817.6 million falls in the years of 2029 – 2035, which is a challenging part of the yield curve, and that the authorization will provide greater flexibility in the market by allowing for the 2015C refunding bonds to be shorter on the yield curve.

**Discussion:** Mr. Ballan inquired whether the approach for the refunding for being shorter on the yield curve was a consensus view by the firms that handle the transactions. Mr. McCoy commented that the request is due to a consensus view by staff and PFM, and several senior and co-managers from the underwriting teams made similar recommendations. Mr. Ballan inquired whether MTA continues to have a goal of issuing longer bonds as well. Mr. McCoy confirmed that to the extent the market is there, and with the additional insight from the use of the proceeds from the BANs, there is interest in achieving better asset/liability match via longer term bonds. Mr. Ballan inquired regarding the failed remarketing rate. Mr. McCoy noted that the failed remarketing rate is typically between 9 – 11%, and its purpose is to provide comfort to the investor in the event that the bonds are not able to be remarketed, due to anything that affects MTA's ability to access the market. Mr. McCoy further noted that MTA has not been in a situation where it has paid this failed remarketing rate (penalty rate). Mr. McCoy confirmed that the 2015 refunding transactions will be on a negotiated basis and will be a mix of fixed and variable rate bonds,

depending on the market at the time of pricing. Mr. Moerdler inquired whether additional debt is being considered given the current low interest rate environment. Mr. McCoy commented that MTA issues approximately \$2 billion in new money annually, and current weighted average cost of debt, or TIC, is 3.92%, which includes short and long term bonds. Mr. Foran commented that one of the reasons the variable rate debt portfolio is below the authorized Board levels is due to taking advantage of low interest rates for fixed rate bonds. Chairman Saul also noted that to issue debt before there is a need (i.e. when the Capital Program can draw down on the proceeds), there would also be additional costs for maintaining the debt before it is needed. Mr. Ballan added there are tax implications from issuing tax-exempt debt before there is a capital need.

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

## **2. Addition of Outside Counsel to Approved Torts/FELA Panel**

Mr. Johnson discussed the request to obtain Board approval to add the Crumbie Law Group, LLC, a law firm that is a registered New York State Minority Business Enterprise with offices in Connecticut, to MTA's existing panel of approved outside counsel for assignment of tort and Federal Employers Liability Act (FELA) matters.

**Discussion:** Chairman Saul commented that he has asked Mr. Jerome Page, General Counsel, to provide an overview to the Committee regarding the costs of outside counsel.

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

## **3. 2015 State PWEF Assessment**

Mr. Johnson discussed the request for the Board to authorize the sum of \$2,873,129 representing the State assessment of the MTA and its constituent agencies for the Public Work Enforcement Fund for the calendar year 2015.

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

## **B. Report and Information Items**

Mr. Johnson indicated there were four MTA HQ Reports and Information items:

- Contract Change Order Report
- Update on IT Transformation
- Update on Procurement Consolidation
- MTA Financial Statements for Q1 (January – March 2015)

### **1. Contract Change Order Report**

Mr. Johnson reported that the first information item is to advise the Board of the quarterly contract change order report (see pages 39 and 40 of the Committee book).

## 2. Update on IT Transformation

Mr. Johnson introduced Mr. Sidney Gellineau, Chief Information Officer, to present the IT Transformation report. Mr. Gellineau highlighted the IT Strategic Plan and aligning IT goals to corporate priorities. Mr. Gellineau provided accomplishments in 2014 and planned goals for 2015. He further noted the key IT challenges (for the full presentation, see the MTA website: [http://web.mta.info/mta/news/books/docs/infoTechReport\\_062215.pdf](http://web.mta.info/mta/news/books/docs/infoTechReport_062215.pdf)).

**Discussion:** Mr. Cappelli inquired regarding the staffing levels for IT. Mr. Gellineau indicated there are approximately 960 positions, with several vacancies. Mr. Cappelli inquired regarding the reason there would be an increase in staff, whether the consolidation of applications would help reduce the headcount. Mr. Gellineau indicated that the long-term goal is to reduce the headcount by approximately 69 positions. Mr. Foran noted that the headcount reduction is the goal, but only when it is clear the services are being handled and IT service will not diminish. Until then, they will continue to push for efficiencies, such as reducing costs from reducing the number of licenses. Mr. Moerdler inquired regarding software license extensions and suggested that these extensions be limited. Mr. Gellineau noted that any extensions or additional licenses are considered within the context of an enterprise agreement that will work under the consolidation.

## 3. Update on Procurement Consolidation

Mr. Johnson introduced Mr. Angel Barbosa, Chief Procurement Officer, Business Service Center, to present the update on procurement consolidation. Mr. Barbosa provided highlights regarding the procurement consolidation efforts, including the P2P process review, and the procurement transformation. Mr. Barbosa noted several non-core Wave-1 savings initiatives that are anticipated to provide a savings of \$10.2 million (for the full presentation, see the MTA website: [http://web.mta.info/mta/news/books/docs/procurement\\_62215.pdf](http://web.mta.info/mta/news/books/docs/procurement_62215.pdf)).

**Discussion:** Mr. Zuckerman inquired regarding the \$10.2 million in savings and how staff reached that conclusion. Mr. Barbosa responded that the spend analysis of all non-core categories provided initial data. In addition, staff analyzed historical benchmarks. Mr. Barbosa noted that the benchmarks are developed via a variety of sources and utilizing market trends and data. Mr. Moerdler suggested that MTA should bring in a consulting group to help focus on consolidation, with a goal of minimizing sole sourcing and ensuring competition in procurements. Mr. Sedore commented that efforts for shared services have resulted in improvements over the last decade. Chairman Saul agreed that while there has been progress made, staff and the Board must remain watchful to ensure that consolidation efforts and resulting savings are achieved.

## 4. MTA Financial Statements for Q1

Mr. Johnson indicated that draft financial statements for the first quarter were available for review and will be under consideration by the Audit Committee on Wednesday, June 24, 2015 (see [http://web.mta.info/mta/news/books/docs/DRAFT\\_%20MTAFinancialStatement\\_062215.pdf](http://web.mta.info/mta/news/books/docs/DRAFT_%20MTAFinancialStatement_062215.pdf)).

## **VI. MTAHQ Procurements**

### **A. Procurements**

Mr. Johnson reported there were three competitive procurements for MTA Headquarters, for a total of \$17,035,966 (see pages 41 through 47 of the Committee book).

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

## **VII. Metro-North Railroad**

### **A. Procurements**

Mr. Johnson reported two procurements for Metro-North, one non-competitive and one competitive procurement for jointly with LIRR, for a total of \$7,454,778 (see pages 48 through 50 of the Committee book).

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

## **VIII. LIRR**

### **A. Procurements**

Mr. Johnson reported two competitive procurements for LIRR for a total of \$108,088,209 (see pages 51 through 53 of the Committee book).

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

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

### **A. Procurement**

Mr. Johnson reported that there was one procurement item for NYCT for a total of \$94,818,340 (see page 54 of the Committee book).

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

## **X. Bridges and Tunnels**

### **A. Procurement**

Mr. Johnson reported that there was one competitive multi-agency procurement for an RFP for a total of \$195,000,000 (see pages 56 and 57 of the Committee book).

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

## **XI. FMTAC**

There were no items for FMTAC.

## **XII. MTA Consolidated Reports**

This month's consolidated reports include the April statements of operations; overtime reports; report on subsidies; positions; subsidy, interagency loans and stabilization fund transactions; farebox recovery ratios; MTA ridership; and the fuel hedge program (see pages 58 through 110 of the Committee book).

## **XIII. Real Estate Agenda**

### **A. Action Items**

Mr. Rosen noted that there were eleven action items for Committee approval (see pages 112 through 158 of the Committee book for all real estate action and information items).

Mr. Rosen highlighted one action item: the sublease and development restriction agreement with Chappaqua Station, LLC, for use of a strip of property and installation of a sidewalk on property adjacent to the Metro-North's Harlem Line in Chappaqua. Mr. Rosen noted the action item had been subject to prior public comments, but the request has been addressed by the Real Estate Department as a business proposition and local approvals is up to the local board. Furthermore, Metro-North reviewed the proposal from a safety and operations perspective and has determined that there is no threat to safety, and the undertaking should not impair Harlem Line operations.

**Discussion:** Mr. Ballan inquired regarding the timeframe of the project and whether the project is ready to begin. Mr. Rosen indicated that, to the best of his knowledge, that the local approvals needed have been attained and the developer is ready to proceed. Mr. Moerdler inquired regarding the Enterprise Rent-A-Car and Zipcar action items and whether there was competition for these items, and how the process was made competitive. Mr. Rosen confirmed that the process was competitive, and staff contacted other major auto rental firms and ride-sharing services and encouraged them to make proposals. Mr. Rosen commented that the arrangement does not preclude other rental companies from providing rental services at these stations, but it provides an amenity to its customers by being able to assure that customers may reliably find rental cars at the selected stations. It was indicated the method for reaching out to firms was via telephone and email. Responding to questions regarding why other rental agencies were not interested, Mr. Rosen indicated that he believes it is due to the method by which the rental agency fulfills its reservations, specifically how the cars are provided to the stations.

The Committee voted to recommend the real estate action items before the Board for approval. Mr. Cappelli opposed the action item related to the sublease and development restriction agreement with Chappaqua Station.

#### **XIV. Adjournment**

Upon motion duly made and seconded, the June 22, 2015 meeting of the Finance Committee was adjourned at 1:30 P.M.

Respectfully submitted,

Marcia Tannian  
Assistant Director, Finance

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# 2015 Finance Committee Work Plan

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## 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

### **September 2015**

2016 Preliminary Budget/July Financial Plan 2016-2019  
(materials previously distributed)

MTA Div. Mgmt/Budget

#### *Action Item:*

Resolution to Authorize the Execution, Filing and Acceptance of  
Federal Funds  
2016-2020 Capital Plan

MTA Grant Mgmt.  
MTA Capital Programs

#### *Other:*

Annual Report – Fuel Hedge Program  
Contract Change Order Report  
MTA Financial Statements 2<sup>nd</sup> Quarter for the Six-Months Ended  
June 2015

MTA Finance  
MTA Proc., Agencies  
MTA Comptroller

### **October 2015**

2016 Preliminary Budget/July Financial Plan 2016-2019  
(materials previously distributed)

MTA Div. Mgmt/Budget

#### *Other:*

Update on the Business Service Center  
Annual Review of MTA's Derivative Portfolio  
MTA 2015 Semi-Annual Investment Report

MTA Business Service Center  
MTA Finance  
MTA Treasury

### **November 2015**

2016 Final Proposed Budget/November Financial Plan 2016-2019  
(Joint Session with MTA Board)

MTA Div. Mgmt/Budget

#### *Other:*

Station Maintenance Billing Update  
Review and Assessment of the Finance Committee Charter

MTA Comptroller  
MTA CFO

### **December 2015**

Adoption of 2016 Budget and 2016-2019 Financial Plan

MTA Div. Mgmt/Budget

*Action Items:*

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

*Other:*

Draft 2016 Finance Committee Work Plan MTA Div. Mgmt/Budget  
Contract Change Order Report MTA Proc., Agencies

**January 2016**

*Financing Issues:*

Special Report: Finance Department 2015 Year-End Review MTA Finance

*Other:*

MTA Financial Statements 3<sup>rd</sup> Quarter for the Nine-Months  
Ended September 2015 MTA Comptroller

**February 2016**

*Action Items:*

2015 TBTA Operating Surplus B&T/MTA  
Mortgage Recording Tax – Escalation Payments to Dutchess,  
Orange and Rockland Counties MTA Treasury, MTA  
Div. Mgmt/Budget

*Other:*

February Financial Plan 2016-2019 MTA Div. Mgmt/Budget

**March 2016**

*Action Items:*

All-Agency Real Property Disposition Guidelines and All-Agency  
Personal Property Disposition Guidelines MTA Real Estate/MTA  
Corporate Compliance  
All-Agency Annual Procurement Report MTA Proc., Agencies

*Other:*

MTA Prompt Payment Annual Report 2015 MTA Business Service  
Center  
Contract Change Order Report MTA Proc., Agencies

**April 2016**

*Action Item:*

MTA 2015 Annual Investment Report MTA Treasury

*Other:*

Annual Report on Variable Rate Debt MTA Finance  
MTA Financial Statements Fiscal Year-End Twelve-Months  
Ended December 2015 MTA Comptroller

**May 2016**

*Action Item:*

Station Maintenance Billings Approval MTA Comptroller

Other:  
Annual Pension Fund Report (Audit Committee Members to be invited) MTA Labor  
Annual FMTAC Meeting MTA RIM  
Annual FMTAC Investment Performance Report MTA RIM

**June 2016**

*Action Item:*

PWEF Assessment MTA Capital Program Mgmt/  
MTA Div. Mgmt/Budget

*Other:*

Update on IT Transformation MTA Information Technology  
Update on Procurement Consolidation MTA Procurement  
Contract Change Order Report MTA Proc., Agencies  
MTA Financial Statements 1<sup>st</sup> Quarter for the Three-Months  
Ended March 2016 MTA Comptroller

**July 2016**

2017 Preliminary Budget/July Financial Plan 2017-2020  
(Joint Session with MTA Board) MTA Div. Mgmt/Budget

**DETAILS**

**SEPTEMBER 2015**

2016 Preliminary Budget/July Financial Plan 2016-2019

Public comment will be accepted on the 2016 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.

2016-2020 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. All such contract change orders are reported to the Finance Committee; in addition, such capital contract change orders are reported to the CPOC Committee.

MTA Financial Statements for the Six-Months Ended, June 2015

Included for information is a copy of the Independent Accountant's Review Report of MTA Financial Statements for the Six-Months ended, June 30, 2015.

**OCTOBER 2015**

2016 Preliminary Budget/July Financial Plan 2016-2019

Public comment will be accepted on the 2016 Preliminary Budget.

*Other:*

Update on 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.

Annual Review of MTA's Derivative Portfolio

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

MTA 2015 Semi-Annual Investment Report

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

**NOVEMBER 2015**

2016 Final Proposed Budget/November Financial Plan 2016-2019 (Joint Session with MTA Board)

The Chief Financial Officer and MTA Budget Division will present an updated forecast for 2015, a Final Proposed Budget for 2016, and an updated Financial Plan for 2016-2019.

*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, 2015.

Review and Assessment of the Finance Committee Charter

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

## **DECEMBER 2015**

### **Adoption of 2016 Budget and 2016-2019 Financial Plan**

The Committee will recommend action to the Board on the Final Proposed Budget for 2016 and 2016-2019 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 2016 Finance Committee Work Plan**

The MTA Chief Financial Officer will present a proposed 2016 Finance Committee Work Plan that will address major issues, SBP and budget process issues, and reports required by statute.

### **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. All such contract change orders are reported to the Finance Committee; in addition, such capital contract change orders are reported to the CPOC Committee.

## **JANUARY 2016**

#### *Other:*

### **Special Report: Finance Department 2015 Year-End Review**

The MTA Finance Department will present a report that summarizes financing activities for 2015.

### **MTA Financial Statements for the Nine-Months Ended, September 2015**

Included for information is a copy of the Independent Accountant's Review Report of MTA Financial Statements for the Nine-Months ended, September 30, 2015.

## **FEBRUARY 2016**

#### *Action Items:*

### **2015 TBTA Operating Surplus**

MTA Bridges and Runnels should be prepared to answer questions on a staff summary requesting (1) transfer of TBTA 2015 Operating Surplus and Investment Income, (2) advances of TBTA 2016 Operating Surplus, and (3) the deduction from 2016 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 2016-2019

The MTA Division of Management and Budget will present for information purposes a revised 2016-2019 Financial Plan reflecting any technical adjustments from the Adopted Budget and the incorporation of certain "below-the-line" policy actions into the baseline.

## **MARCH 2016**

*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 2015

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).

### 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. All such contract change orders are reported to the Finance Committee; in addition, such capital contract change orders are reported to the CPOC Committee.

## **APRIL 2016**

*Action Item:*

### MTA Annual Investment Report

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

MTA Financial Statements for the Twelve-Months Ended, December 2015

Included for information is a copy of the Independent Accountant's Audit Report of MTA Financial Statements for the Twelve-Months ended, December 31, 2015.

**MAY 2016**

*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 2014 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.

## **JUNE 2016**

### *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:*

#### **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.

#### **Update on Procurement Consolidation**

Procurement Management will present progress made to date to promote Non-Core Procurement Consolidation. A general organizational overview will be provided and an outline of key milestones and project deliverables will be shared.

#### **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. All such contract change orders are reported to the Finance Committee; in addition, such capital contract change orders are reported to the CPOC Committee.

#### **MTA Financial Statements for the Three-Months Ended, March 2016**

Included for information is a copy of the Independent Accountant's Review Report of MTA Financial Statements for the Three-Months ended, March 31, 2016.

## **JULY 2016**

#### **2017 Preliminary Budget/July Financial Plan 2017-2020 (Joint Session with MTA Board)**

The Chief Financial Officer and MTA Budget Division will present an updated forecast for 2016, a Preliminary Budget for 2017, and an updated Financial Plan for 2017-2020.

# FinanceWatch

July 20, 2015

## **Ratings Upgrade**

On July 10, 2015, Moody's Investor Service upgraded MTA Transportation Revenue Bonds to 'A1' from 'A2,' with a stable outlook. The report noted the upgrade to the A1 rating primarily reflects trends of improvement over recent years in MTA's operating environment, including strong service area economic growth and strengthened financial condition of supporting governments. The upgrade also reflects MTA's growing ridership, recent history of stable financial performance, strong budget management, governance, and planning and incorporates bondholder protections provided by the gross pledge of a diversified revenue stream under the Transportation Revenue Resolution.

## **New Money**

### **Bond Anticipation Notes**

#### **\$500,000,000 MTA Transportation Revenue Bond Anticipation Notes, Series 2015A**

On June 18, 2015, MTA concluded a competitive bidding process, where the following underwriters were awarded the following subseries of MTA Transportation Revenue Bond Anticipation Notes, Series 2015A:

<b><u>Underwriter</u></b>	<b><u>Subseries</u></b>	<b><u>Par (\$ millions)</u></b>
FTN Financial Capital Markets	2015A-1	20
FTN Financial Capital Markets	2015A-2	20
Goldman, Sachs & Co.	2015A-3	100
BofA Merrill Lynch	2015A-4	<u>360</u>
	Total	<u>\$500</u>

MTA issued \$500 million of MTA Transportation Revenue Bond Anticipation Notes, Series 2015A to finance existing approved transit and commuter projects. The Series 2015A Notes were issued as fixed rate tax-exempt notes, with an all-in True Interest Cost of 0.37% and a final maturity of March 1, 2016. The transaction closed on June 25, 2015. Hawkins Delafield and Wood LLP, served as bond counsel and Public Financial Management, Inc. served as financial advisor.

## **Remarketing**

#### **\$193,100,000 TBTA General Revenue Rate Refunding Bonds, Subseries 2005B-3**

On July 1, 2015, MTA effectuated a mandatory tender and remarketed \$193.1 million of TBTA General Revenue Rate Refunding Bonds, Subseries 2005B-3, because its existing standby bond purchase agreement issued by Bank of America, N.A. expired by its terms, and was replaced with an irrevocable direct-pay letter of credit issued by The Bank of Tokyo-Mitsubishi UFJ, Ltd. The letter of credit is scheduled to expire on June 29, 2018. The Subseries 2005B-3 bonds will remain as a variable

interest rate obligation in weekly mode, and Morgan Stanley & Co., LLC will serve as the remarketing agent. Nixon Peabody LLP served as bond counsel and Public Financial Management, Inc. served as financial advisor.

## **Upcoming Financings**

### **Refunding**

#### **MTA Transportation Revenue Refunding Bonds, Series 2015C**

As discussed at the June Finance Committee meeting, MTA plans to refund, on a current basis, \$1.06 billion of bonds callable in 2015 in one or more transactions. Additionally, MTA is also reviewing certain advance refunding bond candidates for refunding.

MTA expects to price its first refunding transaction -- approximately \$500 million of MTA Transportation Revenue Refunding Bonds, Series 2015C during the week of July 20. The transaction will be led by the joint MBE team of Morgan Stanley and Siebert Brandford Shank, together with co-senior managers BofA Merrill Lynch, J.P. Morgan, and Ramirez & Co., Inc. Orrick, Herrington & Sutcliffe LLP and Bryant Rabbino LLP, will serve as co-bond counsel. Public Financial Management, Inc. will serve as financial advisor and Hawkins Delafield and Wood LLP will serve as special disclosure counsel.

MTA currently expects, subject to market conditions at the time, to issue another series of Transportation Revenue Bonds at a later date.

### **Remarketing**

In August 2015, MTA expects to effect a mandatory tender and remarket \$122.565 million of Triborough Bridge and Tunnel General Resolution Bonds, Series 2001C and \$175 million of MTA Transportation Revenue Bonds, Subseries 2005E-1 and Subseries 2005E-2 due to the upcoming expiration of the existing letters of credit that provide enhancement on these bonds.

### **BAN (Commercial Paper) Takeout**

In September 2015, MTA expects to issue \$600 million MTA Transportation Revenue Variable Rate Bonds, Series 2015D to retire the Transportation Revenue Bond Anticipation Notes, Series CP-2 Credit Enhanced and generate new money proceeds.

### **Fuel Hedging Program**

#### **\$5,882,999 Diesel Fuel Hedge**

On June 30, 2015, MTA executed a 2,922,503 gallon ultra-low sulfur diesel fuel hedge with Merrill Lynch Commodities Inc. at an all-in price of \$2.013/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 June 2016 through May 2017.

**METROPOLITAN TRANSPORTATION AUTHORITY  
NOVEMBER FINANCIAL PLAN - FINAL FORECAST**

**DEBT SERVICE**

(\$ in millions)

June 2015

	Adopted Budget	Actual	Variance	% Variance	Explanation
Dedicated Tax Fund:					Lower than budgeted variable rates.
NYC Transit	\$31.7	\$29.8	\$1.9		
Commuter Railroads	6.5	6.4	0.1		
<i>Dedicated Tax Fund Subtotal</i>	\$38.2	\$36.3	\$2.0	5.1%	
MTA Transportation Revenue:					Timing and lower than budgeted variable rates.
NYC Transit	\$74.0	\$70.8	\$3.2		
Commuter Railroads	47.8	44.6	3.2		
MTA Bus	1.8	2.4	(0.7)		
SIRTOA	0.0	0.1	(0.0)		
<i>MTA Transportation Subtotal</i>	\$123.7	\$117.9	\$5.8	4.7%	
Commercial Paper:					Lower than budgeted variable rates.
NYC Transit	\$1.7	\$0.0	\$1.7		
Commuter Railroads	1.1	0.0	1.1		
MTA Bus	0.0	0.0	0.0		
<i>Commercial Paper Subtotal</i>	\$2.8	\$0.0	\$2.8	98.9%	
2 Broadway COPs:					
NYC Transit	\$1.6	\$1.7	(\$0.0)		
Bridges & Tunnels	0.2	0.2	(0.0)		
MTA HQ	0.2	0.2	(0.0)		
<i>2 Broadway COPs Subtotal</i>	\$2.1	\$2.1	(\$0.0)	-0.7%	
TBTA General Resolution (2)					Timing of debt service deposits.
NYC Transit	\$15.5	\$14.8	\$0.8		
Commuter Railroads	7.3	6.9	0.4		
Bridges & Tunnels	14.9	17.8	(2.9)		
<i>TBTA General Resolution Subtotal</i>	\$37.8	\$39.5	(\$1.7)	-4.6%	
TBTA Subordinate (2)					Lower than budgeted variable rates.
NYC Transit	\$6.3	\$5.5	\$0.8		
Commuter Railroads	2.8	2.4	0.3		
Bridges & Tunnels	2.5	2.2	0.3		
<i>TBTA Subordinate Subtotal</i>	\$11.5	\$10.1	\$1.4	12.3%	
<b>Total Debt Service</b>	<b>\$216.1</b>	<b>\$205.9</b>	<b>\$10.2</b>	<b>4.7%</b>	
Debt Service by Agency:					
NYC Transit	\$130.9	\$122.5	\$8.3		
SIRTOA	0.0	0.1	(0.0)		
Commuter Railroads	65.5	60.4	5.1		
MTA Bus	1.8	2.4	(0.6)		
Bridges & Tunnels	17.6	20.2	(2.6)		
MTAHQ	0.2	0.2	(0.0)		
<b>Total Debt Service</b>	<b>\$216.1</b>	<b>\$205.9</b>	<b>\$10.2</b>	<b>4.7%</b>	

**Notes:**

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

**METROPOLITAN TRANSPORTATION AUTHORITY  
NOVEMBER FINANCIAL PLAN - FINAL FORECAST**

**DEBT SERVICE**

(\$ in millions)

June 2015 Year-to-Date

	<b>Adopted Budget</b>	<b>Actual</b>	<b>Variance</b>	<b>% Variance</b>	<b>Explanation</b>
Dedicated Tax Fund:					Lower than budgeted variable rates.
NYC Transit	\$162.1	\$149.9	\$12.2		
Commuter Railroads	32.2	32.4	(0.2)		
<i>Dedicated Tax Fund Subtotal</i>	\$194.3	\$182.3	\$12.0	6.2%	
MTA Transportation Revenue:					Lower than budgeted variable rates.
NYC Transit	\$424.3	\$421.6	\$2.7		
Commuter Railroads	279.6	264.2	15.4		
MTA Bus	10.6	13.9	(3.3)		
SIRTOA	0.3	0.3	(0.0)		
<i>MTA Transportation Subtotal</i>	\$714.8	\$700.1	\$14.7	2.1%	
Commercial Paper:					Lower than budgeted variable rates.
NYC Transit	\$10.2	\$0.1	\$10.1		
Commuter Railroads	6.6	0.1	6.6		
MTA Bus	0.1	0.0	0.1		
<i>Commercial Paper Subtotal</i>	\$17.0	\$0.2	\$16.8	98.9%	
2 Broadway COPs:					
NYC Transit	\$9.9	\$9.9	(\$0.0)		
Bridges & Tunnels	1.4	1.4	(0.0)		
MTA HQ	1.4	1.4	(0.0)		
<i>2 Broadway COPs Subtotal</i>	\$12.6	\$12.7	(\$0.0)	-0.1%	
TBTA General Resolution (2)					Lower than budgeted variable rates.
NYC Transit	\$93.2	\$88.0	\$5.1		
Commuter Railroads	43.8	41.4	2.4		
Bridges & Tunnels	110.6	106.2	4.4		
<i>TBTA General Resolution Subtotal</i>	\$247.6	\$235.7	\$11.9	4.8%	
TBTA Subordinate (2)					Lower than budgeted variable rates.
NYC Transit	\$37.6	\$34.5	\$3.1		
Commuter Railroads	16.5	15.2	1.4		
Bridges & Tunnels	14.9	13.6	1.2		
<i>TBTA Subordinate Subtotal</i>	\$69.0	\$63.3	\$5.7	8.2%	
<b>Total Debt Service</b>	<b>\$1,255.3</b>	<b>\$1,194.2</b>	<b>\$61.1</b>	<b>4.9%</b>	
Debt Service by Agency:					
NYC Transit	\$737.3	\$704.1	\$33.2		
SIRTOA	0.3	0.3	(0.0)		
Commuter Railroads	378.7	353.2	25.5		
MTA Bus	10.7	13.9	(3.2)		
Bridges & Tunnels	126.9	121.3	5.6		
MTAHQ	1.4	1.4	(0.0)		
<b>Total Debt Service</b>	<b>\$1,255.3</b>	<b>\$1,194.2</b>	<b>\$61.1</b>	<b>4.9%</b>	

**Notes:**

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

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

**Transportation Revenue Bonds**

Issue		TRB 2005E-1	TRB 2005E-2	TRB 2005D-1			
Remarketing Agent		BofA Merrill Lynch	J.P.Morgan	Merrill Lynch			
Liquidity Provider		BofA Merrill Lynch	J.P.Morgan	Helaba			
Liquidity/Insurer		LoC	LoC	LoC			
Par Outstanding (\$m)		100.00	75.00	150.00			
Swap Notional (\$m)		60.00	45.00	150.00			
Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
5/27/2015	0.11%	0.08%	-0.03%	0.08%	-0.03%	0.11%	0.00%
6/3/2015	0.07%	0.07%	0.00%	0.06%	-0.01%	0.10%	0.03%
6/10/2015	0.07%	0.08%	0.01%	0.06%	-0.01%	0.11%	0.04%
6/17/2015	0.08%	0.08%	0.00%	0.06%	-0.02%	0.11%	0.03%
6/24/2015	0.07%	0.07%	0.00%	0.05%	-0.02%	0.11%	0.04%
7/1/2015	0.05%	0.03%	-0.02%	0.03%	-0.02%	0.07%	0.02%

**Dedicated Tax Fund Bonds**

Issue		DTF 2002B-1	
Remarketing Agent		Morgan Stanley	
Liquidity Provider		State Street Bank	
Liquidity/Insurer		LoC	
Par Outstanding (\$m)		150.00	
Swap Notional (\$m)		None	
Date	SIFMA	Rate	Spread to SIFMA
5/27/2015	0.11%	0.10%	-0.01%
6/3/2015	0.07%	0.06%	-0.01%
6/10/2015	0.07%	0.06%	-0.01%
6/17/2015	0.08%	0.06%	-0.02%
6/24/2015	0.07%	0.06%	-0.01%
7/1/2015	0.05%	0.04%	-0.01%

**TBTA General Revenue Bonds**

Issue		TBTA 2005B-3	
Remarketing Agent		Jefferies & Co.	
Liquidity Provider		BofA Merrill Lynch	
Liquidity/Insurer		SBPA	
Par Outstanding (\$m)		193.10	
Swap Notional (\$m)		193.10	
Date	SIFMA	Rate	Spread to SIFMA
5/27/2015	0.11%	0.10%	-0.01%
6/3/2015	0.07%	0.07%	0.00%
6/10/2015	0.07%	0.09%	0.02%
6/17/2015	0.08%	0.08%	0.00%
6/24/2015	0.07%	0.08%	0.01%
7/1/2015	0.05%	0.05%	0.00%

**TBTA General Revenue and Subordinate Revenue Bonds**

Issue		TBTA 2001B	TBTA 2001C	TBTA 2003B-1			
Remarketing Agent		Citigroup	Citigroup	PNC Capital			
Liquidity Provider		State Street	JP Morgan	PNC Bank			
Liquidity/Insurer		LoC	SBPA	LoC			
Par Outstanding (\$m)		122.57	122.57	85.27			
Swap Notional (\$m)		None	None	None			
Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
5/26/2015	0.11%	0.10%	-0.01%	0.11%	0.00%	0.10%	-0.01%
6/2/2015	0.07%	0.07%	0.00%	0.08%	0.01%	0.08%	0.01%
6/9/2015	0.07%	0.07%	0.00%	0.08%	0.01%	0.08%	0.01%
6/16/2015	0.08%	0.07%	-0.01%	0.08%	0.00%	0.07%	-0.01%
6/23/2015	0.07%	0.06%	-0.01%	0.07%	0.00%	0.08%	0.01%
6/30/2015	0.05%	0.04%	-0.01%	0.05%	0.00%	0.06%	0.01%

Issue		TBTA 2005A	
Remarketing Agent		TD Securities	
Liquidity Provider		TD Bank	
Liquidity/Insurer		LoC	
Par Outstanding (\$m)		122.42	
Swap Notional (\$m)		23.52	
Outstanding (\$m)	SIFMA	Rate	Spread to SIFMA
5/26/2015	0.11%	0.09%	-0.02%
6/2/2015	0.07%	0.07%	0.00%
6/9/2015	0.07%	0.07%	0.00%
6/16/2015	0.08%	0.07%	-0.01%
6/23/2015	0.07%	0.07%	0.00%
6/30/2015	0.05%	0.04%	-0.01%

Report Date 7/3/2015

**METROPOLITAN TRANSPORTATION AUTHORITY  
VARIABLE RATE: FLOATING RATE NOTES (SIFMA)  
RATE RESETS REPORT (Trailing 6-Weeks)**

**Transportation Revenue Bonds**

Issue		TRB 2012A-2	TRB 2012A-3	TRB 2014D-2	TRB 2015A-2				
Remarketing Agent		N/A	N/A	N/A	N/A				
Initial Purchase Date		05/15/16	05/15/15	11/15/2017	6/1/2020				
Liquidity/Insurer		None	None	None	None				
Par Outstanding (\$m)		50.00	50.00	165.00	250.00				
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
5/27/2015	0.11%	0.37%	0.26%	0.60%	0.49%	0.46%	0.35%	0.68%	0.57%
6/3/2015	0.07%	0.34%	0.27%	0.57%	0.50%	0.43%	0.36%	0.65%	0.58%
6/10/2015	0.07%	0.34%	0.27%	0.57%	0.50%	0.43%	0.36%	0.65%	0.58%
6/17/2015	0.08%	0.35%	0.27%	0.58%	0.50%	0.44%	0.36%	0.66%	0.58%
6/24/2015	0.07%	0.34%	0.27%	0.57%	0.50%	0.43%	0.36%	0.65%	0.58%
7/1/2015	0.05%	0.32%	0.27%	0.55%	0.50%	0.41%	0.36%	0.63%	0.58%

**Dedicated Tax Fund Bonds**

Issue		DTF 2002B-3a	DTF 2002B-3b	DTF 2002B-3c	DTF 2002B-3d				
Remarketing Agent		Morgan Stanley	Morgan Stanley	Morgan Stanley	Morgan Stanley				
Maturity Date		11/01/17	11/01/18	11/01/19	11/01/20				
Liquidity/Insurer		None	None	None	None				
Par Outstanding (\$m)		46.60	48.60	50.70	15.90				
Swap Notional (\$m)		None	None	None	None				
Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
5/27/2015	0.11%	0.85%	0.74%	1.00%	0.89%	1.05%	0.94%	1.10%	0.99%
6/3/2015	0.07%	0.82%	0.75%	0.97%	0.90%	1.02%	0.95%	1.07%	1.00%
6/10/2015	0.07%	0.82%	0.75%	0.97%	0.90%	1.02%	0.95%	1.07%	1.00%
6/17/2015	0.08%	0.85%	0.77%	0.98%	0.90%	1.03%	0.95%	1.08%	1.00%
6/24/2015	0.07%	0.82%	0.75%	0.97%	0.90%	1.02%	0.95%	1.07%	1.00%
7/1/2015	0.05%	0.80%	0.75%	0.95%	0.90%	1.00%	0.95%	1.05%	1.00%

Issue		DTF 2008A-2a	DTF 2008A-2b	DTF 2008B-3a	DTF 2008B-3b	DTF 2008B-3c					
Remarketing Agent		Goldman Sachs	Goldman Sachs	Goldman Sachs	Goldman Sachs	Goldman Sachs					
Maturity Date		11/01/26	11/01/31	11/01/28	11/01/30	11/01/34					
Liquidity/Insurer		None	None	None	None	None					
Par Outstanding (\$m)		84.86	84.86	35.00	54.47	44.74					
Swap Notional (\$m)		83.03	83.47	None	None	None					
Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
5/27/2015	0.11%	0.48%	0.37%	0.68%	0.57%	0.47%	0.36%	0.46%	0.35%	0.55%	0.44%
6/3/2015	0.07%	0.45%	0.38%	0.65%	0.58%	0.44%	0.37%	0.43%	0.36%	0.52%	0.45%
6/10/2015	0.07%	0.45%	0.38%	0.65%	0.58%	0.44%	0.37%	0.43%	0.36%	0.52%	0.45%
6/17/2015	0.08%	0.46%	0.38%	0.66%	0.58%	0.45%	0.37%	0.44%	0.36%	0.53%	0.45%
6/24/2015	0.07%	0.45%	0.38%	0.65%	0.58%	0.44%	0.37%	0.43%	0.36%	0.52%	0.45%
7/1/2015	0.05%	0.43%	0.38%	0.63%	0.58%	0.42%	0.37%	0.41%	0.36%	0.50%	0.45%

**TBTA General Revenue Bonds**

Issue		TBTA SUB 2000ABCD-2	TBTA SUB 2000ABCD-3	TBTA SUB 2000ABCD-4	TBTA SUB 2000ABCD-5				
Remarketing Agent		N/A	N/A	N/A	N/A				
Initial Purchase Date		1/1/2016	1/1/2017	1/1/2018	1/1/2019				
Liquidity/Insurer		None	None	None	None				
Par Outstanding (\$m)		34.40	36.60	38.85	18.85				
Swap Notional (\$m)		20.35	21.66	22.99	11.15				
Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
5/27/2015	0.11%	0.27%	0.16%	0.35%	0.24%	0.45%	0.34%	0.54%	0.43%
6/3/2015	0.07%	0.24%	0.17%	0.32%	0.25%	0.42%	0.35%	0.51%	0.44%
6/10/2015	0.07%	0.24%	0.17%	0.32%	0.25%	0.42%	0.35%	0.51%	0.44%
6/17/2015	0.08%	0.25%	0.17%	0.33%	0.25%	0.43%	0.35%	0.52%	0.44%
6/24/2015	0.07%	0.24%	0.17%	0.32%	0.25%	0.42%	0.35%	0.51%	0.44%
7/1/2015	0.05%	0.22%	0.17%	0.30%	0.25%	0.40%	0.35%	0.49%	0.44%

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**METROPOLITAN TRANSPORTATION AUTHORITY  
VARIABLE RATE: FLOATING RATE NOTES (LIBOR)  
RATE RESETS REPORT (Trailing 6-Weeks)**

**Transportation Revenue Bonds**

Issue		TRB 2002D-2a	TRB 2002D-2b	TRB 2002G-1b	TRB 2002G-1c				
Remarketing Agent		N/A	N/A	N/A	N/A				
Initial Purchase Date		5/15/2017	5/15/2018	11/1/2015	11/1/2016				
Liquidity/Insurer		Assured	Assured	None	None				
Par Outstanding (\$m)		100.00	100.00	12.76	13.26				
Swap Notional (\$m)		100.00	100.00	11.86	12.32				
Date	67% of 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR
5/27/2015	0.12%	0.59%	0.47%	0.72%	0.60%	0.62%	0.50%	0.81%	0.69%
6/3/2015	0.12%	0.60%	0.47%	0.73%	0.60%	0.62%	0.50%	0.81%	0.69%
6/10/2015	0.13%	0.60%	0.47%	0.73%	0.60%	0.62%	0.50%	0.81%	0.69%
6/17/2015	0.12%	0.60%	0.47%	0.73%	0.60%	0.62%	0.50%	0.81%	0.69%
6/24/2015	0.13%	0.60%	0.47%	0.73%	0.60%	0.62%	0.50%	0.81%	0.69%
7/1/2015	0.12%	0.60%	0.47%	0.73%	0.60%	0.63%	0.50%	0.82%	0.69%

Issue		TRB 2002G-1d	TRB 2002G-1f	TRB 2002G-1g	TRB 2002G-1h	TRB 2011B					
Remarketing Agent		N/A	N/A	N/A	N/A	N/A					
Initial Purchase Date		11/1/2017	11/1/2018	11/1/2015	11/1/2016	11/1/2017					
Liquidity/Insurer		None	None	None	None	None					
Par Outstanding (\$m)		13.80	42.58	42.55	56.89	99.56					
Swap Notional (\$m)		12.83	39.59	39.56	52.90	35.84					
Date	67% of 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR
5/27/2015	0.12%	0.95%	0.83%	0.60%	0.48%	0.77%	0.65%	0.97%	0.85%	0.47%	0.35%
6/3/2015	0.12%	0.95%	0.83%	0.60%	0.48%	0.77%	0.65%	0.97%	0.85%	0.47%	0.35%
6/10/2015	0.13%	0.95%	0.83%	0.60%	0.48%	0.77%	0.65%	0.97%	0.85%	0.47%	0.35%
6/17/2015	0.12%	0.95%	0.83%	0.60%	0.48%	0.77%	0.65%	0.97%	0.85%	0.47%	0.35%
6/24/2015	0.13%	0.95%	0.83%	0.60%	0.48%	0.77%	0.65%	0.97%	0.85%	0.47%	0.35%
7/1/2015	0.12%	0.96%	0.83%	0.61%	0.48%	0.78%	0.65%	0.98%	0.85%	0.48%	0.35%

Issue		TRB 2012G-1	TRB 2012G-2	TRB 2012G-3	TRB 2012G-4				
Remarketing Agent		N/A	N/A	N/A	N/A				
Initial Purchase Date		11/1/2019	11/1/2015	11/1/2016	11/1/2017				
Liquidity/Insurer		None	None	None	None				
Par Outstanding (\$m)		84.45	125.00	75.00	73.73				
Swap Notional (\$m)		84.45	125.00	75.00	73.73				
Date	67% of 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR
5/27/2015	0.12%	0.42%	0.30%	0.65%	0.53%	0.82%	0.70%	0.96%	0.84%
6/3/2015	0.12%	0.42%	0.30%	0.65%	0.53%	0.82%	0.70%	0.96%	0.84%
6/10/2015	0.13%	0.42%	0.30%	0.65%	0.53%	0.82%	0.70%	0.96%	0.84%
6/17/2015	0.12%	0.42%	0.30%	0.65%	0.53%	0.82%	0.70%	0.96%	0.84%
6/24/2015	0.13%	0.42%	0.30%	0.65%	0.53%	0.82%	0.70%	0.96%	0.84%
7/1/2015	0.12%	0.43%	0.30%	0.66%	0.53%	0.83%	0.70%	0.97%	0.84%

**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		1/4/2016	1/3/2017	2/1/2019	1/1/2016	1/1/2017					
Liquidity/Insurer		None	None	None	None	None					
Par Outstanding (\$m)		27.90	37.50	38.70	43.80	45.20					
Swap Notional (\$m)		27.90	37.50	38.70	43.80	45.20					
Date	67% of 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR
5/27/2015	0.12%	0.50%	0.38%	0.64%	0.52%	0.52%	0.40%	0.71%	0.59%	0.77%	0.65%
6/3/2015	0.12%	0.50%	0.38%	0.64%	0.52%	0.52%	0.40%	0.71%	0.59%	0.77%	0.65%
6/10/2015	0.13%	0.50%	0.38%	0.64%	0.52%	0.52%	0.40%	0.71%	0.59%	0.77%	0.65%
6/17/2015	0.12%	0.50%	0.38%	0.64%	0.52%	0.52%	0.40%	0.71%	0.59%	0.77%	0.65%
6/24/2015	0.13%	0.50%	0.38%	0.64%	0.52%	0.52%	0.40%	0.71%	0.59%	0.77%	0.65%
7/1/2015	0.12%	0.51%	0.38%	0.65%	0.52%	0.53%	0.40%	0.72%	0.59%	0.78%	0.65%

Issue		TBTA 2003B-2	TBTA 2008B-2	TBTA SUB 2013D-2a	TBTA SUB 2013D-2b				
Remarketing Agent		N/A	NA	N/A	N/A				
Initial Purchase Date		12/3/2019	11/15/2021	2/1/2016	2/1/2016				
Liquidity/Insurer		None	None	None	None				
Par Outstanding (\$m)		46.05	63.65	58.02	90.45				
Swap Notional (\$m)		N/A	N/A	N/A	N/A				
Date	67% of 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR
5/27/2015	0.12%	0.47%	0.35%	0.62%	0.50%	0.58%	0.46%	0.83%	0.71%
6/3/2015	0.12%	0.47%	0.35%	0.62%	0.50%	0.58%	0.46%	0.83%	0.71%
6/10/2015	0.13%	0.47%	0.35%	0.62%	0.50%	0.58%	0.46%	0.83%	0.71%
6/17/2015	0.12%	0.47%	0.35%	0.62%	0.50%	0.58%	0.46%	0.83%	0.71%
6/24/2015	0.13%	0.47%	0.35%	0.62%	0.50%	0.58%	0.46%	0.83%	0.71%
7/1/2015	0.12%	0.47%	0.35%	0.63%	0.50%	0.64%	0.51%	0.84%	0.71%

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

**Transportation Revenue Bonds**

**Dedicated Tax Fund Bonds**

Issue		TRB 2005D-2	TRB 2005E-3	DTF 2008A-1			
Dealer		Morgan Stanley	PNC Capital	RBC Capital			
Liquidity Provider		Helaba	PNC	RBC			
Type of Liquidity		LoC	LoC	LoC			
Par Outstanding (\$m)		100.00	75.00	169.72			
Swap Notional (\$m)		100.00	45.00	166.50			
Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
6/24/2015	0.05%	0.06%	0.01%	0.05%	0.00%	0.04%	-0.01%
6/25/2015	0.05%	0.06%	0.01%	0.05%	0.00%	0.04%	-0.01%
6/26/2015	0.05%	0.06%	0.01%	0.04%	-0.01%	0.03%	-0.02%
6/27/2015	0.05%	0.06%	0.01%	0.04%	-0.01%	0.03%	-0.02%
6/28/2015	0.05%	0.06%	0.01%	0.04%	-0.01%	0.03%	-0.02%
6/29/2015	0.05%	0.06%	0.01%	0.03%	-0.02%	0.03%	-0.02%
6/30/2015	0.05%	0.05%	0.00%	0.02%	-0.03%	0.02%	-0.03%
7/1/2015	0.05%	0.04%	-0.01%	0.01%	-0.04%	0.01%	-0.04%
7/2/2015	0.05%	0.04%	-0.01%	0.01%	-0.04%	0.01%	-0.04%
7/3/2015	0.05%	0.04%	-0.01%	0.01%	-0.04%	0.01%	-0.04%

**TBTA General Revenue Bonds**

Issue		TBTA 2002F	TBTA 2003B-3	TBTA 2005B-2			
Dealer		JP Morgan	US Bancorp	Wells Fargo			
Liquidity Provider		Helaba	US. Bank	Wells Fargo			
Type of Liquidity		LoC	LoC	LoC			
Par Outstanding (\$m)		195.30	54.56	193.10			
Swap Notional (\$m)		193.10	None	193.10			
Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
6/24/2015	0.05%	0.05%	0.00%	0.03%	-0.02%	0.03%	-0.02%
6/25/2015	0.05%	0.05%	0.00%	0.03%	-0.02%	0.03%	-0.02%
6/26/2015	0.05%	0.04%	-0.01%	0.03%	-0.02%	0.03%	-0.02%
6/27/2015	0.05%	0.04%	-0.01%	0.03%	-0.02%	0.03%	-0.02%
6/28/2015	0.05%	0.04%	-0.01%	0.03%	-0.02%	0.03%	-0.02%
6/29/2015	0.05%	0.04%	-0.01%	0.02%	-0.03%	0.02%	-0.03%
6/30/2015	0.05%	0.04%	-0.01%	0.02%	-0.03%	0.02%	-0.03%
7/1/2015	0.05%	0.03%	-0.02%	0.02%	-0.03%	0.02%	-0.03%
7/2/2015	0.05%	0.02%	-0.03%	0.02%	-0.03%	0.02%	-0.03%
7/3/2015	0.05%	0.02%	-0.03%	0.02%	-0.03%	0.02%	-0.03%

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**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
<b>Outstanding Par (\$ M)</b>	96.150	9.550	8.825	32.875
<b>Swap Notional (\$m)</b>	None	9.550	8.825	32.875
<b>Final Maturity</b>	11/1/2022	1/1/2030	1/1/2030	1/1/2030
<b>Broker Dealer(s)</b>	JP Morgan Merrill Lynch	JP Morgan Merrill Lynch	JP Morgan	JP Morgan Merrill Lynch
<b>Insurer</b>	Assured	Ambac	Ambac	Ambac
<b>Auction Frequency</b>	Tuesday	Monday	Tuesday	Wednesday
<i>May 18 thru May 22, 2015</i>	<b>0.347%</b>	<b>0.506%</b>	<b>0.514%</b>	<b>0.508%</b>
<i>May 25 thru May 29, 2015</i>	<b>0.373%</b>	<b>0.508%</b>	<b>0.512%</b>	<b>0.510%</b>
<i>June 1 thru June 5, 2015</i>	<b>0.370%</b>	<b>0.503%</b>	<b>0.508%</b>	<b>0.509%</b>
<i>June 8 thru June 12, 2015</i>	<b>0.375%</b>	<b>0.510%</b>	<b>0.516%</b>	<b>0.519%</b>
<i>June 15 thru June 19, 2015</i>	<b>0.370%</b>	<b>0.509%</b>	<b>0.509%</b>	<b>0.516%</b>
<i>June 22 thru June 26, 2015</i>	<b>0.374%</b>	<b>0.514%</b>	<b>0.514%</b>	<b>0.513%</b>
<i>June 29 thru July 3, 2015</i>	<b>0.373%</b>	<b>0.513%</b>	<b>0.513%</b>	<b>0.509%</b>
<i>Corresponding Libor Rate</i>	<b>0.187%</b>	<b>0.187%</b>	<b>0.187%</b>	<b>0.185%</b>
<i>Fail Rate</i>	<b>200%</b>	<b>275%</b>	<b>275%</b>	<b>275%</b>

**28 & 35 DAY AUCTIONS**

Issue	LIBOR Formula Fail Rate		
	TRB 2002B-2	COPs 2004A-4	COPs 2004A-5
<b>Outstanding Par (\$ M)</b>	95.525	30.250	3.175
<b>Swap Notional (\$m)</b>	None	30.250	3.175
<b>Final Maturity</b>	11/1/2022	1/1/2030	1/1/2030
<b>Broker Dealer(s)</b>	JP Morgan Merrill Lynch	JP Morgan	JP Morgan
<b>Insurer</b>	Assured	Ambac	Ambac
<b>Auction Frequency</b>	28-Days	35-Days	35-Days
<i>February 2015</i>	<b>0.347%</b>	<b>0.481%</b>	<b>0.472%</b>
<i>March 2015</i>	<b>0.352%</b>	<b>0.481%</b>	<b>0.485%</b>
<i>April 2015</i>	<b>0.361%</b>	<b>0.495%</b>	<b>0.496%</b>
<i>May 2015</i>	<b>0.371%</b>	<b>0.504%</b>	<b>0.508%</b>
<i>June 2015</i>	<b>0.378%</b>	<b>0.514%</b>	<b>0.513%</b>
<i>Corresponding Libor Rate</i>	<b>0.189%</b>	<b>0.187%</b>	<b>0.187%</b>
<i>Fail Rate</i>	<b>200%</b>	<b>275%</b>	<b>275%</b>

**Report Date 7/3/2015**

Type of Credit	Underlying Ratings (Moody's/S&P / Fitch/ Kroll)	Series	BPA Sale Date	Series Original Final Maturity	Principal Iss. Amount	Outstanding			Total Outstanding	TIC <sup>1</sup>	Notes
						Fixed Amount	Variable Amount	Synthetic Fixed Amount			
<b>MTA Transportation</b>		2002B	5/28/02	11/1/2022	210.500	-	191.675	-	191.675	1.41	
<b>Revenue Bonds</b>		2002D	5/29/02	11/1/2032	400.000	174.725	-	200.000	374.725	4.22	
<b>(A2/AA-/A)</b>		2002E	6/12/02	11/15/2031	397.495	9.410	-	-	9.410	5.13	
		2002G	11/19/02	11/1/2026	400.000	-	12.760	169.070	181.830	3.68	
		2003A	5/8/03	11/15/2032	475.340	100.575	-	-	100.575	4.49	
		2003B	7/30/03	11/15/2032	751.765	71.080	-	-	71.080	5.10	
		2005A	2/9/05	11/15/2035	650.000	417.645	-	-	417.645	4.76	
		2005B	6/22/05	11/15/2035	750.000	558.765	-	-	558.765	4.80	
		2005C	10/19/05	11/15/2016	150.000	28.315	-	-	28.315	4.19	
		2005D	11/1/05	11/1/2035	250.000	-	-	250.000	250.000	4.43	
		2005E	11/1/05	11/1/2035	250.000	-	100.000	150.000	250.000	3.89	
		2005F	11/16/05	11/15/2035	468.760	339.975	-	-	339.975	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	381.545	-	-	381.545	4.89	
		2006B	12/13/06	11/15/2036	717.730	649.660	-	-	649.660	4.52	
		2007A	6/27/07	11/15/2037	425.615	370.485	-	-	370.485	4.84	
		2007B	12/6/07	11/15/2037	415.000	362.810	-	-	362.810	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	375.470	-	-	375.470	3.13	
		2008C	10/17/08	11/15/2013	550.000	467.095	-	-	467.095	6.68	
		2009A	10/6/09	11/15/2039	502.320	449.075	-	-	449.075	3.79	
		2010A	1/6/10	11/15/2039	363.945	363.945	-	-	363.945	4.44	
		2010B	2/4/10	11/15/2039	656.975	633.945	-	-	633.945	4.29	
		2010C	6/30/10	11/15/2040	510.485	477.900	-	-	477.900	4.27	
		CP2	9/16/10	11/15/2015	900.000	-	550.000	-	550.000	1.28	
		2010D	11/23/10	11/15/2040	754.305	703.055	-	-	703.055	5.15	
		2010E	12/21/10	11/15/2040	750.000	750.000	-	-	750.000	4.57	
		2011A	7/12/11	11/15/2046	400.440	388.355	-	-	388.355	4.95	
		2011B	9/13/11	11/1/2041	99.560	-	63.725	35.835	99.560	1.37	
		2011C	11/2/11	11/15/2028	197.950	191.435	-	-	191.435	3.99	
		2011D	11/30/11	11/15/2046	480.165	452.590	-	-	452.590	4.57	
		2012A	3/7/12	11/15/2042	150.000	50.000	100.000	-	150.000	1.70	
		2012B	3/7/12	11/15/2039	250.000	236.205	-	-	236.205	3.85	
		2012C	4/18/12	11/15/2047	727.430	710.470	-	-	710.470	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	624.990	-	-	624.990	3.91	
		2012F	9/20/12	11/15/2030	1,268.445	1,107.415	-	-	1,107.415	3.17	
		2012G	11/7/12	11/1/2032	359.450	-	-	358.175	358.175	4.20	
		2012H	11/9/12	11/15/2042	350.000	337.970	-	-	337.970	3.70	
		2013A	1/17/2013	11/15/2043	500.000	485.475	-	-	485.475	3.79	
		2013B	3/22/2013	11/15/2043	500.000	484.245	-	-	484.245	4.08	
		2013C	6/11/2013	11/15/2043	500.000	484.675	-	-	484.675	4.25	
		2013D	7/11/2013	11/15/2043	333.790	326.970	-	-	326.970	4.63	
		2013E	11/15/2013	11/15/2043	500.000	492.000	-	-	492.000	4.64	
		2014A	2/28/2014	11/15/2044	400.000	400.000	-	-	400.000	4.31	
		2014B	4/17/2014	11/15/2044	500.000	491.610	-	-	491.610	4.38	
		2014C	6/26/2014	11/15/2036	500.000	496.940	-	-	496.940	3.32	
		2014D	11/4/2014	11/15/2044	500.000	335.000	165.000	-	500.000	2.99	
		2015A	1/28/2015	11/15/2045	850.000	600.000	250.000	-	850.000	2.81	
		2015B	3/19/2015	11/15/2055	275.055	275.055	-	-	275.055	4.29	
		2015A BANS	6/25/2015	3/1/2016	500.000	500.000	-	-	500.000	0.37	
				<b>Total</b>	<b>25,480.885</b>	<b>19,134.480</b>	<b>1,433.160</b>	<b>1,163.080</b>	<b>21,730.720</b>	<b>3.97</b>	
										<b>WATIC</b>	
<b>TBTA General</b>		EFC 1996A	6/26/96	1/1/2030	28.445	2.440	-	-	2.440	5.85	
<b>Revenue Bonds</b>		2001B	12/18/01	1/1/2032	148.200	-	122.570	-	122.570	2.15	
<b>(Aa3/AA-/AA-/ AA)</b>		2001C	12/18/01	1/1/2032	148.200	-	122.565	-	122.565	2.35	
		2002B	9/19/02	11/15/2032	2,157.065	75.480	-	-	75.480	4.56	
		2002F	11/8/02	11/1/2032	246.480	-	2.200	193.100	195.300	3.81	
		2003B	12/9/03	1/1/2033	250.000	-	185.875	-	185.875	1.84	
		2005A	5/10/05	11/1/2035	150.000	-	98.900	23.520	122.420	2.44	
		2005B	7/6/05	1/1/2032	800.000	-	-	579.300	579.300	3.59	
		2006A	6/8/06	11/15/2035	200.000	71.045	-	-	71.045	4.72	
		2007A	6/13/07	11/15/2037	223.355	131.640	-	-	131.640	4.84	

Type of Credit	Underlying Ratings (Moody's/S&P / Fitch/ Kroll)	BPA Sale Series	Original Date	Final Maturity	Principal Iss. Amount	Outstanding			Total Outstanding	TIC <sup>1</sup>	Notes	
						Fixed Amount	Variable Amount	Synthetic Fixed Amount				
		2008A	3/13/08	11/15/2038	822.770	618.105	-	-	618.105	4.93		
		2008B	3/13/08	11/15/2038	252.230	188.580	63.650	-	252.230	3.63		
		2008C	7/16/08	11/15/2038	629.890	500.180	-	-	500.180	4.72		
		2009A	2/11/09	11/15/2038	475.000	408.725	-	-	408.725	4.76		
		2009B	9/10/09	11/15/2039	200.000	200.000	-	-	200.000	3.63		
		2010A	10/20/10	11/15/2040	346.960	323.780	-	-	323.780	3.45		
		2011A	10/4/11	1/1/2028	609.430	569.675	-	-	569.675	3.59		
		2012A	6/6/12	11/15/2042	231.490	221.275	-	-	221.275	3.69		
		2012B	8/3/12	11/15/2032	1,236.898	1,351.630	-	-	1,351.630	2.66		
		2013B	1/29/2013	11/15/2030	257.195	257.195	-	-	257.195	2.25		
		2013C	4/18/2013	11/15/2043	200.000	196.610	-	-	196.610	3.71		
		2014A	2/6/2014	11/15/2044	250.000	244.960	-	-	244.960	4.28		
		2015A	5/15/2015	11/15/2050	225.000	225.000	-	-	225.000	4.18		
					<b>Total</b>	<b>10,088.608</b>	<b>5,586.320</b>	<b>595.760</b>	<b>795.920</b>	<b>6,978.000</b>	<b>3.61</b>	
											WATIC	
<b>TBTA Subordinate Revenue Bonds (A1/A+/ A+/ AA-)</b>		2000ABCD	11/01/00	1/1/2019	263.000	-	52.550	76.150	128.700	4.27		
		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	374.160	-	-	374.160	4.69		
		2013A	1/11/2013	11/15/2032	761.600	754.830	-	-	754.830	3.13		
		2013D Taxable	12/19/2013	11/15/2032	313.975	164.505	148.470	-	312.975	2.39		
					<b>Total</b>	<b>3,085.950</b>	<b>1,442.865</b>	<b>201.020</b>	<b>76.150</b>	<b>1,720.035</b>	<b>3.61</b>	
											WATIC	
<b>MTA Dedicated Tax Fund Bonds (AA/AA-)</b>		2002B	9/4/02	11/1/2022	440.000	78.675	311.800	-	390.475	1.72		
		2004A	2/26/04	11/15/2018	250.000	87.525	-	-	87.525	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	39.065	-	-	39.065	3.77		
		2006A	6/7/06	11/15/2035	350.000	221.340	-	-	221.340	4.18		
		2006B	10/25/06	11/15/2036	410.000	279.260	-	-	279.260	4.28		
		2008A	6/24/08	11/1/2031	352.915	-	6.435	332.995	339.430	4.00		
		2008B	8/6/08	11/1/2034	348.175	199.915	134.210	-	334.125	2.30		
		2009A	3/12/09	11/15/2039	261.700	238.845	-	-	238.845	5.55		
		2009B	4/23/09	11/15/2030	500.000	461.635	-	-	461.635	5.00		
		2009C	4/23/09	11/15/2039	750.000	750.000	-	-	750.000	4.89		
		2010A	3/17/10	11/15/2040	502.990	470.850	-	-	470.850	3.91		
		2011A	3/23/11	11/15/2021	127.450	90.570	-	-	90.570	2.99		
		2012A	10/16/12	11/15/2032	1,065.335	992.130	-	-	992.130	3.07		
					<b>Total</b>	<b>5,978.565</b>	<b>4,204.270</b>	<b>452.445</b>	<b>332.995</b>	<b>4,989.710</b>	<b>3.84</b>	
											WATIC	
<b>MTA Certificates of Participation (2 Broadway) (Caa2/CC/NR)</b>		2004A	9/21/04	1/1/2030	357.925	-	-	84.675	84.675	4.12		
					<b>Total</b>	<b>357.925</b>	<b>-</b>	<b>84.675</b>	<b>84.675</b>	<b>4.12</b>		
											WATIC	
					<b>All MTA Total</b>	<b>44,991.933</b>	<b>30,367.935</b>	<b>2,682.385</b>	<b>2,452.820</b>	<b>35,503.140</b>	<b>3.87</b>	
<b>State Service Contract Bonds (AA/AA)</b>		2002A	6/5/02	7/1/2031	1,715.755	193.160	-	-	193.160	5.29		
		2002B	6/26/02	7/1/2031	679.450	24.540	-	-	24.540	4.93		
					<b>Total</b>	<b>2,395.205</b>	<b>217.700</b>	<b>-</b>	<b>-</b>	<b>217.700</b>	<b>5.25</b>	
											WATIC	
<b>MTA Special Obligation Bonds Aaa</b>		2014	6/5/02	7/1/2031	348.910	328.360	-	-	328.360	2.66		
					<b>Total</b>	<b>348.910</b>	<b>328.360</b>	<b>-</b>	<b>-</b>	<b>328.360</b>	<b>2.66</b>	
											WATIC	
					<b>Grand Total</b>	<b>47,736.048</b>	<b>30,913.995</b>	<b>2,682.385</b>	<b>2,452.820</b>	<b>36,049.200</b>	<b>3.86</b>	

**Notes**

- (1) Fixed Rate TICs calculated as of issuance of Fixed Rate Bonds. Floating Rate TICs calculated from inception 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 current 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. Variable Rate TICs include average remarketed plus current variable rate fees.

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# Staff Summary

<b>Subject</b> Approval of Remarketing Agent
<b>Department</b> Finance
<b>Department Head Name</b> Bob Foran, Chief Financial Officer
<b>Division Head Signature</b> 
<b>Project Manager Name</b> Patrick McCoy, Director of Finance 

<b>Date</b> July 22, 2015
<b>Vendor Name</b> BMO Capital Markets
<b>Contract Number</b>
<b>Contract Manager Name</b>
<b>Table of Contents Ref #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Comm.	7/20	X		
2	Board	7/22	X		

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

**PURPOSE:**

To obtain MTA and TBTA Board approval to add BMO Capital Markets to the existing approved pool of variable rate remarketing agents and dealers.

**BACKGROUND AND DISCUSSION:**

In March, 2015, a request for proposals for letters of credit (“LOC”) and standby purchase agreements was issued to solicit pricing and capacity for existing and new variable rate demand bonds under the Transportation Revenue Bond Resolution, the TBTA General and Subordinate Resolutions, and the Dedicated Tax Fund resolution.

BMO Capital Markets, a division of the BMO Financial Group submitted the low cost proposal to replace two existing banks that provide letters of credit which will expire on two subseries of Transportation Revenue Bonds, the Series 2005E-1 and the 2005E-3 Bonds. In the discussions regarding the proposal, BMO Capital Markets has indicated its willingness and desire to serve as a remarketing agent for one or both series of Bonds. BMO Capital Markets currently serves as a remarketing agent for a nationwide variable rate demand bond portfolio of approximately \$1.8 billion.

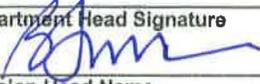
MTA Finance Staff and representatives of PFM, the Authority’s Financial Advisor evaluated remarketing capabilities of BMO Capital Markets. MTA Finance Staff recommend the appointment of BMO Capital Markets as an eligible Remarketing Agent. Such appointment facilitates aggressive marketing of the bonds to the benefit of both the issuer and the bank. The existing facilities expire in early-October and approval is being sought to advance a remarketing of the existing bonds in late August.

BMO Capital Markets is not currently on the list of the variable rate remarketing agents and dealers, which was approved by the Board in September, 2013. Therefore, Board approval is required prior to the appointment of BMO Capital Markets as a remarketing agent on the bonds for which the bank proposed to provide liquidity as well as on any other future assignment as remarketing agent or dealer on MTA or TBTA bonds.

**RECOMMENDATION:**

It is recommended that the Board approve the appointment of BMO Capital Markets as an eligible remarketing agent.

# 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

<b>Date</b> July 13, 2015
<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	7/20/2015	X		
2	Board	7/22/2015	X		

Internal Approvals			
Order	Approval	Order	Approval
1	Procurement <i>CC</i>	3	CFO <i>AB</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:**

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

Schedules Requiring Majority Vote

	<u># of Actions</u>	<u>\$ Amount</u>
Schedules Requiring Majority Vote	None	None

MTAHQ proposes to award Competitive procurements in the following categories:

Schedules Requiring Majority Vote

Schedule F: Personal Service Contracts  
Schedule G: Miscellaneous Service Contracts

Schedule F: Personal Service Contracts	4	\$ 84,244,733.00
Schedule G: Miscellaneous Service Contracts	1	\$ 17,815,368.00
<b>SUBTOTAL</b>	<b>5</b>	<b>\$102,060,101.00</b>

MTAHQ presents the following procurement actions for Ratification:

None          None

<b>TOTAL</b>	<b>5</b>	<b>\$102,060,101.00</b>
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**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.



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

3. **All-Agency Life Insurance, Long Term Disability & Short Term Disability** **\$52,453,000** *Staff Summary Attached*  
**Contract Nos. 13245-0100 & 13245-0200** (Total)

- a. **Metropolitan Life Insurance**  
b. **CIGNA**

Competitively negotiated – 5 proposals – 60 months

To recommend that the Board approve the award of two competitively negotiated, All-agency personal services contracts to: i) Cigna to provide Long Term Disability benefits and ii) Metropolitan Life Insurance Company (MetLife) to provide Short Term Disability Benefits and Life Insurance for non-represented employees and certain represented employees. The period of performance for both contracts is three years from August 1, 2015 through July 31, 2018, with two one-year options, exercised at MTA's sole discretion, for a total projected five year amount of \$36,474,000 for MetLife- Life Insurance, \$4,893,000 for MetLife Short Term Disability (STD) and \$11,086,000 for Cigna Long Term Disability (LTD) for a combined total amount of \$52,453,000. Currently, the MTA offers life insurance, short and long term disability benefit plans to approximately 60,000 non-represented employees and certain represented employees. There are approximately 14,000 retirees who participate in the life insurance plan. Coverage for life insurance also includes eligible dependents of active employees and retirees. MetLife's projected five-year cost of \$41,367,000 results in a cost savings of \$9,079,000 (i.e. \$7,896,000 for life insurance \$1,183,000 for Short Term Disability) or an 18% decrease compared to the current rates. Cigna's projected five-year cost of \$11,086,000 results in an estimated savings of \$1,272,000 or a 10% decrease compared to the current rates. Based on the negotiations, the combined total savings of \$10,351,000 and the total cost of \$52,453,000 for the five-year period is considered fair and reasonable.

4. **Deloitte & Touche, LLP** **\$13,791,733** *Staff Summary Attached*  
**Independent Auditor for the MTA and its Agencies** (not-to-exceed)  
**Contract No. 15008-0100**

Competitively negotiated – 2 proposals – 84 months

To recommend that the Board approve the award of a competitively negotiated, personal services contract to Deloitte & Touche, LLP (D&T) to serve as the Independent Auditor for MTA and its Agencies. The period of performance for this legally required contract will be one year with an option to renew annually for six additional one-year periods, at a total cost not to exceed \$13,791,733 for the seven-year period, from September 1, 2015 to August 31, 2022. At its June 24, 2015 meeting, the Audit Committee approved the selection of D&T for this contract award. The services to be performed by Deloitte & Touche will include, but not limited to, (i) preparation of MTA Consolidated Financial Statements & Management Letter reports; (ii) review of and report on the financial statements for all agencies – MTAHQ, NYC Transit, LIRR, MNR, B&T, SIRTOA, MTA Bus, and FMTAC); (iii) preparation of independent accountants' quarterly financial reports;) and other services as required by the MTA. The original cost proposed by Deloitte & Touche was \$1,930,000, for the first year, with an escalation of 2% each year for the six additional one-year options, for a total of \$14,348,167. As a result of negotiations, Year 1 cost was reduced by \$85,608 to \$1,844,392, which is comparable to the annual cost of \$1,844,400 under the current contract for these services. The annual audit fee of \$1,844,392, with the 2% escalation each year for six additional one-year options total to \$13,711,733 or a savings of \$636,434. Additionally, Deloitte proposed a one-time fee of \$80,000 related to the MTA's implementation of GASB 68, which MTA agreed to apply to the initial cost reduction of \$636,434, leaving a net cost savings of \$556,434 (3.88%). Based on the above, the total cost of \$13,791,733 (audit cost of \$13,711,733 plus one-time fee of \$80,000 for the GASB 68 implementation) is considered fair and reasonable.

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

**G. Miscellaneous Service Contracts**

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Non-Competitive; \$1M RFP;  
No Staff Summary required if Sealed Bid Procurement)

5. **SourceOne, Inc.** **\$17,815,368** Staff Summary Attached  
**Energy Management & Advanced** (estimated)  
**Metering Infrastructure Solution**  
**Contract No. 15182-0100**

Competitively negotiated –5 proposals –60 months

To recommend that the Board approve the award an All-Agency five (5) year (3 year base period plus 2 one year options) miscellaneous service agreement to SourceOne Inc. (SourceOne) to furnish and deploy an MTA-wide Energy Management Solution (EMS), including Energy Management Software Platform (Phase I) and Advanced Metering Infrastructure (Phase II and III) over a five (5) year period at an estimated cost of \$17.815 million. This EMS will support the efficient and cost-effective management of energy use through data collection, reporting, monitoring and user engagement. Over the next five years, the estimated costs under this contract are \$2,401,668 for Phase I, \$6,973,700 for Phase II and \$8,440,000 for Phase III. In addition, once the Energy Management Software Platform is implemented, the annual savings from improved bill auditing are estimated at approximately 0.5% of overall utility spend or about \$3.2 million annually, resulting in an estimated payback period of approximately 5.5 years. Additional savings are expected from operational efficiencies resulting from better visibility into energy usage, but those savings are difficult to quantify with any level of certainty at this point.

# Staff Summary

## Schedule F: Personal Service Contracts

<b>Item Number:</b> <b>Dept &amp; Dept Head Name:</b> MTA Deferred Compensation Committee/Margaret M. Connor <b>Division &amp; Division Head Name:</b>						<b>SUMMARY INFORMATION</b> <b>Vendor Name:</b> Prudential Retirement Insurance and Annuity Co. <b>Contract Number:</b> 13244-0100																			
<b>Board Reviews</b>						<b>Description:</b> Third Party Recordkeeping/Trustee Services																			
<table border="1"> <thead> <tr> <th>Order</th> <th>To</th> <th>Date</th> <th>Approval</th> <th>Info</th> <th>Other</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Finance</td> <td>7/20/2015</td> <td>X</td> <td></td> <td></td> </tr> <tr> <td>2</td> <td>Board</td> <td>7/22/2015</td> <td>X</td> <td></td> <td></td> </tr> </tbody> </table>						Order	To	Date	Approval	Info	Other	1	Finance	7/20/2015	X			2	Board	7/22/2015	X			<b>Total Amount:</b> \$18,000,000	
Order	To	Date	Approval	Info	Other																				
1	Finance	7/20/2015	X																						
2	Board	7/22/2015	X																						
<b>Internal Approvals</b>						<b>Contract Term (Including Options, if any)</b> August 1, 2015 to July 31, 2020																			
<table border="1"> <thead> <tr> <th>Order</th> <th>Approval</th> <th>Order</th> <th>Approval</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>Procurement <i>[Signature]</i></td> <td>3</td> <td>Diversity and Civil Rights <i>[Signature]</i></td> </tr> <tr> <td>2</td> <td>Deferred Compensation <i>[Signature]</i></td> <td>4</td> <td>Legal <i>[Signature]</i></td> </tr> <tr> <td></td> <td></td> <td>5</td> <td>CFO <i>[Signature]</i></td> </tr> </tbody> </table>						Order	Approval	Order	Approval	1	Procurement <i>[Signature]</i>	3	Diversity and Civil Rights <i>[Signature]</i>	2	Deferred Compensation <i>[Signature]</i>	4	Legal <i>[Signature]</i>			5	CFO <i>[Signature]</i>	<b>Option(s) Included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
Order	Approval	Order	Approval																						
1	Procurement <i>[Signature]</i>	3	Diversity and Civil Rights <i>[Signature]</i>																						
2	Deferred Compensation <i>[Signature]</i>	4	Legal <i>[Signature]</i>																						
		5	CFO <i>[Signature]</i>																						
						<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 type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: Program expenses are paid from participant fees.																			

**Narrative**

**I. PURPOSE/RECOMMENDATION**

To recommend that the Board approve the award of a competitively negotiated, personal services contract, to Prudential Retirement Insurance and Annuity Company ("Prudential") to provide trustee/recordkeeping services for the MTA Deferred Compensation Program. The contract will be for a period of five (5) years, commencing on or about August 1, 2015 through July 31, 2020, for a total cost not to exceed \$18,000,000.

**II. DISCUSSION**

The MTA Deferred Compensation Program began operation in 1985 and eligible employees can participate in one or both retirement plans under Sections 401(k) and 457 of the Internal Revenue Code. By March 31, 2015, the total plan assets had grown to approximately \$4.7 billion, with approximately 46,611 active and retired participants in the 401(k) Plan and 36,943 active and retired participants in the 457 Plan.

In order to continue the MTA Deferred Compensation Program, and in accordance with New York State Law, which requires that a Request for Proposals ("RFP") be issued at the expiration of the current contract, a new RFP was publicly advertised and issued. Letters advising potential proposers of the RFP's availability were mailed to a combined list of 11 firms. The RFP requested separate proposals for two categories of services as follows: (i) trustee/recordkeeping services, and (ii) supplemental education services. The Deferred Compensation Committee retained the services of its Financial Advisor, Mercer Investment Consulting Inc., to assist in evaluating the technical aspect of the proposals.

Five (5) firms submitted proposals to provide some or all of the trustee, recordkeeping and supplemental education services. The Selection Committee, consisting of finance and human resources representatives, conducted oral presentations with all five third party administrative services proposers (i.e., Prudential, Fidelity, Voya, ICMA and Empower), and four supplemental education services proposers (i.e., Fidelity, Voya, ICMA and Empower). The Selection Committee subsequently made the following determinations: a) that the most appropriate course of action was to award a contract for the trustee/recordkeeping services, and b) that an award for the supplemental education services may be made at a later date. The Selection Committee found Prudential to be the most technically qualified and most cost-effective proposer to provide the trustee/recordkeeping services.

Prudential's negotiated fee of 0.055% of total assets is less than the previous contract fee of 0.084% of total assets. In addition, Prudential, as part of its Third Party Administrator for recordkeeping services, is offering supplementary education services at no additional cost. It should be noted that there is substantially no direct cost to the MTA for the Deferred Compensation Plans, as administrative costs for the program are paid from the revenue generated by the fees paid by the participants. Participants pay a fee of .010% on the balance in their accounts up to a maximum of \$100 per year for both accounts.

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

Based on the fiduciary responsibility the Third Party Administrator has with the MTA, the MTA Office of Diversity and Civil Rights has established 0% MBE and 0% WBE goals.

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

As provided for in the original authority by the MTA Board, there is substantially no direct cost to the MTA for this contract, because all appropriate administrative costs for the program are paid from the revenue generated by the fees paid by the participants.

### **V. ALTERNATIVES**

Do not continue the Deferred Compensation Plans. This is not a recommended alternative because this program has been widely accepted by both non-represented and represented employees in providing additional retirement resources at substantially no direct administrative cost to the MTA or its agencies.

# Staff Summary

## Schedule F: Personal Service Contracts

<b>Item Number:</b>						<b>SUMMARY INFORMATION</b>	
<b>Dept&amp;Dept Head Name:</b> Capital Construction/Construction Oversight						<b>Vendor Name:</b> Various	
<b>Division &amp; Division Head Name:</b> Mike Wetherell/Craig Stewart						<b>Contract Number:</b> 14073-0100 thru 5900	
<b>Board Reviews</b>						<b>Description:</b> All Agency MWBE/SBC Discretionary Firms for A&E Svc.	
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>	<b>Total Amount:</b> Board approved budgets for MTAHQ and operating agencies	
1	Finance	7/20/2015	X			<b>Contract Term (Including Options, If any)</b> August 1, 2015 through July 31, 2018	
2	Board	7/22/2015	X			<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>Internal Approvals</b>						<b>Procurement Type:</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>	<b>Solicitation Type:</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:			
1	Procurement <i>CS</i>	4	Diversity and Civil Rights <i>CS</i>	<b>Funding Source:</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:			
2	Construction Oversight <i>CS</i>	5	Legal <i>CS</i>				
3	Capital Programs <i>CS</i>	6	CFO <i>CS</i>				

**Narrative**

**I. PURPOSE/RECOMMENDATION**

To recommend that the Board approve the award of below fifty-nine (59) competitively negotiated, all-agency personal services contracts for Minority/Women Business Enterprises (M/WBE)/Small Business Concerns (SBC) Discretionary Firms for Architects and Engineers (A&E) Services on an as-needed basis for a period of thirty-six (36) months from August 1, 2015 to July 31, 2018. Each contract will be award on a zero-dollar basis. Individual work assignments will be awarded through a mini-RFP competitive process, among some or all firms, and will not exceed \$200,000 pursuant to Section 2879(3)(b)(i) of the Public Authorities Law (the "Discretionary Procurement Law"). These retainer firms enhance MTA ability to increase contract awards to New York State certified M/WBE and SBC to meet the State of New York's goal for increasing M/WBE participation from 20% to 30%, as of April 1, 2015.

1. CSA Group NY Architects & Engineers, P.C.	13. Barbara Thayer, P.E., Arch., Landscape Architect, L.S., P.C.	25. A.G. Consulting Engineering, P.C.	37. Integrated Strategic Resources, LLC.	49. Longi Engineering, DPC
2. KSE Engineers, P.C.	14. Afridi Associates	26. Matrix New World Engineering, Inc.	38. Hirani Engineering & Land Surveying, PC	50. M&J Engineering PC
3. Sowinski Sullivan Architects, PC	15. Walts Architecture & Engineering, D.P.C.	27. Arora and Associates, P.C.	39. LCA Engineering LLC	51. LQM Consultants Engineering Services PLLC
4. IH Engineers, P.C.	16. KC Engineering and Land Surveying, P.C.	28. MP Engineers, P.C.	40. Gedeon Engineering PC	52. Toscano Clements Taylor, LLC
5. SI Engineering, P.C.	17. AI Engineers, Inc.	29. Ellana, Inc.	41. Gandhi Engineering, Inc.	53. Ysrael A. Seinuk, PC.
6. JCMS, Inc.	18. SJH Engineering, PC	30. Anil Verna Associates, PC	42. Popli Architecture + Engineering & L.S.D.P.C.	54. VJ Associates Inc. of Suffolk
7. Lakhani & Jordan Engineers, P.C.	19. PMA Consultants, Inc.	31. Jacob Feinberg Katz & Michaeli Consulting Group LLC	43. Core Environmental Consultants, Inc.	55. G2 Project Planning, Inc.
8. DHK Architects, Inc	20. Distinct Engineering Solutions, Inc. PC	32. Hinman Consulting Engineering, Inc. PC	44. SA Engineering LLC	56. Interactive Elements
9. Accu-Cost Construction Consultants, Inc.	21. Nalk Consulting Group PC	33. Techno Consult, Inc.	45. Robinson Aerial Surveys, Inc.	57. O&S Associates, Inc.
10. Haider Engineering, PC.	22. Amercom Corporation	34. Clark Transportation Consulting & Services LLC	46. Armand Corporation	58. Roberta Washington Architects, PC.
11. Yu & Associates, Inc.	23. Info Tran Engineers, PC	35. Paco Group, Inc.	47. Siddiqui Engineering, PC.	59. Foit-Albert Associates Architecture, Engineering and Surveying, PC
12. B&H Engineering, P.C.	24. Arora Engineers, Inc. PC	36. Hudson Valley Engineering Associates, PC	48. Infrastructure Engineering, Inc.	

## **II. DISCUSSION**

MTA is seeking to expand participation by qualified M/WBE firms and/or SBC architectural and engineering firms. These architectural and engineering discretionary contracts are designed to provide professional opportunities for NYS certified M/WBE A&E firms who historically have been limited to working as sub consultants to work directly with the MTA as a prime contractor. A Request for Proposal (RFP) was advertised in the New York State Contract Reporter, Minority Commerce Weekly, El Diario, New York Post, and the MTA's website. In addition, letters were issued to all New York State M/WBE A&E firms listed in the State MWBE registry, including M/WBE A&E firms within the metropolitan region, advising them of the RFP's availability.

One hundred and two (102) firms submitted proposals in three professional areas: (1) Design and engineering, (2) Construction Supervision and inspection, and (3) Miscellaneous professional services. The Selection Committee, consisting of LIRR, MNR, B&T, MTA Bus, NYCT, DDCR and MTA Construction Oversight evaluated the proposals and determined that out of the 102 firms, 59 are technically qualified to perform the services identified in the RFP. The RFP criteria, which were used to evaluate the proposals, were: (i) the relevant experience and qualifications of personnel who proposer will commit to MTA/MTA Agency projects; (ii) Firm's prior experience and performance with clients with similar requirements; (iii) Project Management Plan; (iv) Cost of Services and Disbursements; (v) Overall responsiveness to the RFP. These services will be performed based on the hourly rates established in the base contract and will be awarded as work assignments after conducting a mini-RFP competitive process among some or all of the firms. Individual work assignments will not exceed \$200,000 in accordance with the Discretionary Procurement Law.

As a result of negotiations, the fifty-nine (59) selected firms originally proposed rates ranging from \$40 to \$495 per hour. These hourly rates were negotiated down to a range of \$40 to \$312, representing reductions ranging from 0% to 58%, and will remain fixed for the three-year term of the contracts. There are no prior contracts for this service with which these rates can be compared. Based on the above, the negotiated hourly rates are deemed fair and reasonable.

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

There are certified MBE/WBE's available to provide prime opportunities for this procurement. This procurement will provide prime professional service opportunities for NYS certified MWBEs and will assist in achieving our annual 30% MWBE goals

## **IV. IMPACT ON FUNDING**

Funding will be based on the Board approved budgets for MTA headquarters and the operating agencies and will not exceed limits approved by the Board.

## **V. ALTERNATIVES**

Do not approve award of the contracts. This would severely curtail MTA's ability to meet the State of New York's mandated goal to increase M/WBE participation from 20% to 30%.

# Staff Summary

## Schedule F: Personal Service Contracts



**Item Number:**

**Dept & Dept Head Name:** Margaret M. Connor

**Division & Division Head Name:** Benefits/H.Duddy

Board Reviews					
Order	To	Date	Approval	Info	Other
1	Finance	7/20/2015	X		
2	Board	7/22/2015	X		

Internal Approvals			
Order	Approval	Order	Approval
1	Procurement	4	Office of Civil Rights
2		5	Legal
3		6	CFO

**SUMMARY INFORMATION**

**Vendor Name:** (1) Cigna (2) Metropolitan Life Insurance

**Contract Number:** 13245-0100 & 13245-0200

**Description:** Life Insurance, Long Term Disability, Short Term Disability

**Total Amount:** \$52,453,000

**Contract Term (Including Options, if any):** August 1, 2015 through July 31, 2020

**Option(s) included in Total Amount?**  Yes  No

**Renewal?**  Yes  No

**Procurement Type:**  Competitive  Non-competitive

**Solicitation Type:**  RFP  Bid  Other:

**Funding Source:**  Operating  Capital  Federal  Other:

**Narrative**

**I. PURPOSE/RECOMMENDATION**

To recommend that the Board approve the award of two competitively negotiated, All-agency personal services contracts to: i) Cigna to provide Long Term Disability benefits and ii) Metropolitan Life Insurance Company (MetLife) to provide Short Term Disability Benefits and Life Insurance for non-represented employees and certain represented employees. The period of performance for both contracts is three years from August 1, 2015 through July 31, 2018, with two one-year options, exercised at MTA's sole discretion, for a total projected five year amount of \$36,474,000 for MetLife- Life Insurance, \$4,893,000 for MetLife Short Term Disability (STD) and \$11,086,000 for Cigna Long Term Disability (LTD) for a combined total amount of \$52,453,000.

**II. DISCUSSION**

Currently, the MTA offers life insurance, short and long term disability benefit plans to approximately 60,000 non-represented employees and certain represented employees. There are approximately 14,000 retirees who participate in the life insurance plan. Coverage for life insurance also includes eligible dependents of active employees and retirees.

The MTA subsidizes the full cost of the following life and disability insurance benefits programs, without any premium contribution from eligible participating employees and retirees or their dependents:

- Basic Accidental Death & Dismemberment (AD&D)
- Basic Employee Life Insurance
- Basic Dependent Life Insurance
- Retiree Life Insurance
- Short Term Disability (STD)
- Long Term Disability (LTD)

The MTA, along with its health care consultant, AON Consulting, Inc. decided to go to the open marketplace for proposals to compete for life and disability benefit programs, given the current competitive marketplace for these services. A Request for Proposals (RFP) was publicly advertised and letters advising potential proposers of the RFP's availability were mailed to a total of seven (7) firms. Five (5) firms submitted proposals, with four (4) providing both life and disability coverage's and one (1) providing life insurance coverage only.

The proposers were evaluated on the following criteria:

- Must operate and lawfully offer the requested coverage in the State of New York.
- Currently cover for the same or substantially similar insurance plans at a minimum three large employer groups, consisting of 20,000 subscribers or more.
- Current membership in Contractor's plan must be a minimum of one million participants.
- It must meet all minimum New York State insurance net worth and reserve requirements.
- The Contractor shall maintain an A.M. Best or Standard & Poor's insurance rating of no less than A-.

The Selection Committee, which included human resource representatives from MTA Headquarters, LIRR, MNR, NYC Transit, and the Business Service Center evaluated the proposals and recommended that the following four firms: Cigna, MetLife, Aetna, and Hartford be invited to make oral presentations.

Upon conclusion of oral presentations, the Selection Committee found all four firms technically qualified to provide services and unanimously agreed that Procurement should conduct negotiations with each firm. Based on negotiations and best and final offers i) MetLife was recommended as best qualified to provide Life Insurance and Short Term Disability; and ii) Cigna best qualified to provide Long Term Disability benefits. MTA has conducted a responsibility review and other due diligence on both firms and has deemed them to be responsible for award.

MetLife's projected five-year cost of \$41,367,000 results in a cost savings of \$9,079,000 (i.e. \$7,896,000 for life insurance and \$1,183,000 for Short Term Disability) or an 18% decrease compared to the current rates. Cigna's projected five-year cost of \$11,086,000 results in an estimated savings of \$1,272,000 or a 10% decrease compared to the current rates.

Based on the negotiations, the combined total savings of \$10,351,000 and the total cost of \$52,453,000 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 these contracts.

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

This contract is funded by each agency.

### **V. ALTERNATIVES**

Do not Approve Award of this Contract. This is not a practical alternative because these are benefits that MTAHQ provides and intends to continue to provide to its employees.

# Staff Summary

## Schedule F: Personal Service Contracts

<b>Item Number:</b>					
<b>Dept &amp; Dept Head Name:</b> Auditor General/Michael J. Fucilli					
<b>Division &amp; Division Head Name:</b>					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	Audit Commte.	6/24/15	X		
2	Finance	7/20/15	X		
3	Board	7/22/15	X		
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
1	Procurement <i>CES</i>	3	Diversity and Civil Rights <i>[Signature]</i>		
2	Auditor General <i>[Signature]</i>	4	Legal <i>[Signature]</i>		
		5	CFO <i>[Signature]</i>		

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name:</b> Deloitte & Touche, LLP	<b>Contract Number:</b> 15008-0100
<b>Description:</b> Independent Auditor for the MTA and its Agencies	
<b>Total Amount:</b> \$13,791,733	
<b>Contract Term (including Options, if any)</b> One Year, plus Six One-year Options	
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input 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:	

**Narrative**

**I. PURPOSE/RECOMMENDATION**

To recommend that the Board approve the award of a competitively negotiated, personal services contract to Deloitte & Touche, LLP (D&T) to serve as the Independent Auditor for MTA and its Agencies. The period of performance for this legally required contract will be one year with an option to renew annually for six additional one-year periods, at a total cost not to exceed \$13,791,733 for the seven-year period, from September 1, 2015 to August 31, 2022. At its June 24, 2015 meeting, the Audit Committee approved the selection of D&T for this contract award.

**II. DISCUSSION**

The current contract for Independent Auditor services for MTA and the Agencies, which was competitively awarded to Deloitte & Touche, LLP in September 2008 for a one-year period with options to renew for six additional one-year periods, the sixth year of which was to expire on December 31, 2015. The Independent Auditor services are legally required by the Federal Transit Administration (FTA) and NY State Public Authorities Law.

In order to continue these services in a timely manner, a competitive Request for Proposals (RFP) process was conducted. The RFP was publicly advertised, and letters advising potential proposers of the RFP's availability were mailed to the Top 10 CPA firms in the United States and 5 others who were D/M/WBE firms. Four of the ten CPA firms (i.e. Ernst & Young, McGladrey, Crowe Horwath and Deloitte & Touche) expressed interest and attended the pre-proposal conference held on January 30, 2015. Subsequently only two firms (i.e. McGladrey and Deloitte & Touche) submitted proposals. The Selection Committee, consisting of representatives from MTAHQ, NYC Transit, MNR, LIRR, B&T, Corporate Compliance and the Audit Services Department evaluated the proposals based on the criteria set forth in the RFP. After evaluation of the two proposals, the Selection Committee unanimously recommended Deloitte & Touche as the firm more technically qualified to provide these services. Deloitte & Touche, the incumbent, has extensive experience in the government sector, and some of their clients include: State of New York, City of New York, New York State Public Employees Retirement System, New York City Police Pension, The Port Authority of New York & New Jersey, State of California Department of Transportation, and Massachusetts Bay Transportation Authority (Boston).

The services to be performed by Deloitte & Touche will include, but not limited to, (i) preparation of MTA Consolidated Financial Statements & Management Letter reports; (ii) review of and report on the financial statements for all agencies – MTAHQ, NYC Transit, LIRR, MNR, B&T, SIRTOA, MTA Bus, and FMTAC); (iii) preparation of independent accountants' quarterly financial reports; (iv) preparation of report regarding 401/(k)/457 Deferred Compensation (v) examination and report on annual filings as required under the Federal and New York State Single Audit Act as well as Form FFA-10 Reporting System of the FTA for all agencies; (vi) annual audits and reports on the financial statements of all the pension plans: LIRR Company Pension Plan, MNR Cash Balance Plan, MaBSTOA Pension Plan, MTA Retirement Welfare Benefits Plan; (vii) reports on compliance with NY State Investment Guidelines; (viii) B&T's Operating Surplus Report; (vii) an agreed-upon procedures report on the expenses of the Office of the MTA Inspector General; (ix) MNR/CDOT – New Haven Line Deficit Billing (ARSA) and (x) other services as required by the MTA.

The original cost proposed by Deloitte & Touche was \$1,930,000, for the first year, with an escalation of 2% each year for the 6 additional one-year options, for a total of \$14,348,167. As a result of negotiations, Year 1 cost was reduced by \$85,608 to \$1,844,392, which is comparable to the annual cost of \$1,844,400 under the current contract for these services. The annual audit fee of \$1,844,392, with the 2% escalation each year for 6 additional one-year options, total to \$13,711,733 or a savings of \$636,434. Additionally, Deloitte proposed a one-time fee of \$80,000 related to the MTA's implementation of GASB 68, which MTA agreed to apply to the initial cost reduction of \$636,434, leaving a net cost savings of \$556,434 (3.88%).

Based on the above, the total cost of \$13,791,733 (audit cost of \$13,711,733 plus one-time fee of \$80,000 for the GASB 68 implementation) is considered fair and reasonable.

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

The MTA Office of Civil Rights has established a 10% goal for MBE participation and 10% goal for WBE participation. Deloitte & Touche, LLP proposes to utilize Galleros Koh LLP and Watson Rice, LLP to meet the MBE and WBE goal.

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

The total cost for this contract for the seven-year period is not to exceed \$13,791,733. Funds for the current year are available in each agency's current budget for financial audit services. Funding for subsequent years will be available in the financial audit budgets for each agency.

### **V. ALTERNATIVES**

Do not approve the contract for Independent Auditor. This alternative is not feasible. It is mandated by the MTA Audit Committee and legally required by the FTA that the financial statements and filings be reviewed and/or audited by an independent certified public accounting firm.

**Item Number:**

<b>Vendor Name (&amp; Location):</b> SourceOne, Inc.
<b>Description:</b> Energy Management & Advanced Metering Infrastructure Solution
<b>Contract Term (including Options, if any):</b> Five Years
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input 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>Contract Number:</b> 15182-0100	<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Total Amount:</b>	\$17,815,368.00
<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> MTA Strategic Initiatives/ B. Foran	
<b>Contract Manager:</b> R. Matela/ MTA Procurement	

**I. PURPOSE/RECOMMENDATION:**

To obtain MTA Board approval to award an All-Agency five (5) year (3 year base period plus 2 one year options) miscellaneous service agreement to SourceOne Inc. (SourceOne) to furnish and deploy an MTA-wide Energy Management Solution (EMS), including Energy Management Software Platform (Phase I) and Advanced Metering Infrastructure (Phase II and III) over a three (3) year period at an estimated cost of \$17.815 million. This EMS will support the efficient and cost-effective management of energy use through data collection, reporting, monitoring and user engagement.

**II. BACKGROUND:**

In 2014 MTA spent approximately \$587 million on utilities (electric, gas, steam, water, etc.). MTA pays bills centrally from the MTA Business Service Center (BSC), through the PeopleSoft bill payment module. However, there is no centralized bill auditing group; the Agencies are responsible for their own bill auditing -- which is currently done manually.

**Phase I - Energy Management Software Platform** will be utilized to streamline utility bill gathering and entry as well as improve bill validation, auditing, tracking and reporting capabilities. MTA Agencies currently enter commodity consumption and utility bill data into spreadsheets and other management systems through a combination of manual entry and spreadsheet macros, often with multiple departments entering the same data into different spreadsheets. Bill auditing and validation is also conducted manually, using Excel spreadsheet models. An Energy Management Software Platform will provide the MTA Agencies with tools to validate and audit commodity consumption and utility bills in an efficient and effective manner. The Platform will allow the MTA to eliminate most of the manual data entry processes making utility data usable for multiple purposes, including bill auditing, reporting and visualization, throughout the MTA. The Platform will be integrated with MTA financial and bill payment systems (PeopleSoft) and will eliminate the manual data entry directly into the financial systems.

The Energy Management Platform will provide robust reporting capabilities, including the ability to produce easily comprehensible reports for all levels of management within the MTA Agencies, including the capability to produce comparison reports across like facilities, conduct trend analyses at a single facility and across a category of facilities, and produce reports that compare consumption and costs to budget.

**Phase II - Management of real-time traction power electric consumption data** - will flow real-time traction power data through the Energy Management Software Platform. MTA currently has interval meters at all of its electric power substations. These meters measure and record electric consumption data every 15 minutes. However the MTA doesn't have access to this real time interval data. Phase II of EMS implementation will integrate metering data from existing interval meters into the Energy Management Software Platform through installation of additional equipment to inform operations, demand response and energy conservation efforts, and further improve bill auditing. Current utility providers, including but not limited to Con Edison and National Grid, obtain interval data but do not share it with MTA. If negotiations with these providers for the use of this data are successful, the need to install additional equipment in Phase II may be minimized or altogether eliminated.

In addition, the MTA is in the process of installing an Advanced Metering Infrastructure (AMI) in fifty facilities that are subject to the requirements of the Governor's Executive Order 88 "Directing State Agencies and Authorities to Improve the Energy Efficiency of State Buildings" (EO88). The EO88 AMI will provide 15 minute interval data that will be uploaded to a data management platform created and managed by the New York Power Authority (the implementing authority for the Order). MTA implementation



## Staff Summary

of EO88 is currently led by the Office of Environmental Sustainability and Compliance and the EO88 AMI project will be presented to the Board at a later date. The work done under the EO88 AMI project will not be redundant or duplicative with the MTA-wide EMS and ultimately, the interval data from facilities subject to EO88 will also be integrated into MTA Energy Management Software Platform.

Phase III - **Management of real-time energy data** – will allow for additional submetering. MTA has facilities with meters that are neither pulse meters, nor under the purview of EO 88, and therefore are not currently able to produce interval data. In order to get a complete picture of MTA energy use, MTA Agencies may install new interval submeters in facilities not covered under EO88 to inform operations, demand response and energy conservation efforts, and further improve bill auditing.

### **III. DISCUSSION:**

Amongst all MTA Agencies, MNR has been a leader in energy management, serving as a “center of excellence” throughout the EMS procurement. Based on the MNR Energy Group’s knowledge and experience, they will be working collaboratively with the MTA AMI Manager and the representatives from the MTA Agencies in to ensure that all of the specific agency requirements for the EMS are met by this procurement.

A Request for Proposal (RFP) was sent to approximately 82 firms. The solicitation was advertised in the *New York State Contract Reporter*, *the Daily News*, and on the LIRR website. The Selection Committee was comprised of representatives from the MTAHQ Office of Strategic Initiatives, MNR Operating Capital Projects, Budget and Controls, LIRR Revenue & Revenue Systems, NYCT Power, B&T Maintenance, Information Technology Department, MTAHQ Office of Sustainability Initiatives, and BSC. The committee evaluated the proposals using the Selection Criteria set forth in the RFP which were listed in relative order of importance as follows: (1) Experience and Qualifications; (2) Customer Service/Product Support; (3) Cost; and (4) Responsiveness to the RFP.

A Pre-Proposal Conference was held on March 13, 2015, with 14 firms in attendance. Five (5) proposals were received on May 1, 2015. The Selection Committee evaluated all proposals received in accordance with the Selection Criteria and MTA procurement procedures. As a result of the evaluations, the Committee unanimously selected three (3) firms (SourceOne; EnerNoc; and EnergyCap) to be invited for oral interviews on May 15, 2015. After those oral presentations, SourceOne was determined by the Selection Committee to be the highest ranked proposer and thus the vendor recommended to the Board for award of the MTA-wide EMS project.

SourceOne possessed the optimal combination of the required qualifications, best overall technical level of knowledge, and expertise in both Energy Management Software and submetering installation and project management services. Cost negotiations with SourceOne resulted in a reduction of approximately 45% from SourceOne’s original base cost proposal for Phase I, 36% for Phase III design costs, and 20% for Phases II and III project management costs. All pricing and terms were deemed fair and reasonable by MTA Procurement.

SourceOne disclosed information that was considered Significant Adverse Information within the meaning of the All Agency Responsibility Guidelines. MTA is reviewing such information and a contract will only be awarded if and when Source One is deemed a responsible bidder.

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

The MTA Department of Diversity and Civil Rights established 10% MBE and 10% WBE goals for this contract. SourceOne has committed to meet this requirement.

### **V. IMPACT ON FUNDING:**

Over the next five years, the estimated costs under this contract are \$2,401,668 for Phase I, \$6,973,700 for Phase II and \$8,440,000 for Phase III. In addition, once the Energy Management Software Platform is implemented, the annual savings from improved bill auditing are estimated at approximately 0.5% of overall utility spend or about \$3.2 million annually, resulting in an estimated payback period of approximately 5.5 years.. Additional savings are expected from operational efficiencies resulting from better visibility into energy usage, but those savings are difficult to quantify with any level of certainty at this point.

### **VI. ALTERNATIVES:**

The alternative is to continue current manual operation or build a custom, in-house, software solution. Continuing to operate without a comprehensive Energy Management Solution limits the ability to evaluate current and planned energy consumption and demand, and will perpetuate inconsistency across agencies of the tracking and management of energy consumption and verification of energy bills.

# Staff Summary

Item Number: 1

<b>Vendor Name (&amp; Location)</b> ARINC, Inc.
<b>Description</b> Babylon Tower Supervisory Control System Upgrade
<b>Contract Term (including Options, if any)</b> 28 months for Base Work
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<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: Sole Source

<b>Contact Number</b> 6138	<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Total Amount:</b>	\$698,754
<b>Funding Source</b> <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Positive Train Control, Chris Calvagna	
<b>Contract Manager:</b>	

**Discussion:**

**I. PURPOSE/RECOMMENDATION:**

It is requested that a sole source contract be awarded to ARINC, Inc. ("ARINC") in the amount of \$698,754 for the modification of the Babylon Tower Supervisory Control System in order to enable control of the new Automatic Speed Control with Cab ("ASC") Signalization of Speonk to Montauk and the new Massapequa Pocket Track.

**II. DISCUSSION:**

In order to have continuous control of the entire signal system from Wantagh to Montauk, the ARINC control system at Babylon Tower needs to be modified to accommodate the planned (i) signalization of Speonk to Montauk, and (ii) Pocket Track at Massapequa.

The existing signal supervisory control system at Babylon Tower was developed and supplied by ARINC in 2006 as part of the Patchogue to Speonk Signalization project. This systems functionality was expanded to control Babylon proper in 2008 and Wantagh and Amityville Interlockings in 2011. The system runs proprietary software which can be accessed and revised only by ARINC. This sole source contract is to provide services to further expand the system to accommodate two LIRR projects on the Montauk Branch: the new ASC Signalization from Speonk to Montauk (east of Babylon); and the new Massapequa Pocket Track (west of Babylon).

The Signalization of Speonk to Montauk involves upgrading approximately 45 miles of dark territory to ASC. This installation will include new interlockings at Hampton Bays and Southampton, new control points at Amagansett and Montauk, and 39 grade crossing huts. The Massapequa Pocket Track project entails creating a new pocket track at Massapequa Station, and also will be controlled from Babylon Tower. Both of these projects currently are in progress.

ARINC's lump sum proposal of \$698,754 is less than the LIRR estimate of \$700,000 and, after review, is considered to be fair and reasonable.

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

MTA Department of Diversity & Civil Rights has set 0% DBE goals for this contract. ARINC, Inc. has not completed any work on MTA contracts that had MWDBE goals; therefore, no assessment of the firm's MWDBE performance can be determined at this time.

**IV. IMPACT ON FUNDING:**

This contract will be funded by the LIRR Capital Budget.

**V. ALTERNATIVES:**

The software utilized by the Babylon Tower is an ARINC product, developed specifically for this use by LIRR. Modifications to this system can be made only by ARINC. No other signaling software developer is able to modify ARINC's product because the software is proprietary.

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# Staff Summary

Item Number 4-5			
Division & Division Head Name: VP Materiel, Stephen M. Plochochi			
Internal Approvals			
Order	Approval	Date	Approval
1	Materiel <i>WD</i>	6 X	Subways
2 X	Law	7 <i>RCC</i> <i>PER M. CHABAK</i> <i>7/10/15</i>	EVP
3 X	Budget	8 <i>[Signature]</i> <i>for clearance</i> <i>7/10/15</i>	President
4 X	DDCR	9	
5 X	CPM	10	

SUMMARY INFORMATION	
Vendor Name Siemens Industry, Inc. Thales Transport & Security, Inc.	Contract No. S-48004
Description CBTC Queens Boulevard Line (QBL) West Phase I	
Total Amount \$205,780,452	
Contract Term (including Options, if any) 67 months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

**PURPOSE:**

To obtain Board approval to award contract S-48004 for the Communication Based Train Control (CBTC) Queens Boulevard Line (QBL) West Phase I to Siemens Industry, Inc. (Siemens) and Thales Transport & Security, Inc. (Thales) in the total amount of \$205,780,452 (\$156,172,932 for Siemens and \$49,607,520 for Thales) with a duration of 67 months.

**DISCUSSION:**

NYC Transit is moving toward a “state of the art” train control system with the installation of CBTC along with an Auxiliary Wayside Signaling System (AWS) on various subway lines. CBTC’s operational benefits to NYC Transit include enhanced train control capabilities, improved safety and shorter headways between trains allowing for increased passenger capacity through a more efficient use of the track and car fleet. This will enable an increase in the number of trains per hour as well as improved and more reliable service. The advancement of CBTC is a key component of NYC Transit’s strategy of addressing increased ridership.

Siemens and Thales are currently the only two companies whose systems have been pre-qualified to participate on this project. Since late 2006, CBTC has been operational along the full length of the Canarsie Line (Contract S-32701, Siemens) and in June 2010, the Flushing Line CBTC contract (S-32723, Thales) was awarded and is anticipated to be completed in 2017. In September 2011, under the Culver Test Track CBTC project (S-32748), a Siemens/Thales consortium worked to finalize NYC Transit’s Interoperability Interface Specifications (I2S). The Queens Boulevard Line (QBL) represents the next step in NYC Transit’s efforts to advance CBTC technology throughout its system by demonstrating the interoperability and integration of two distinct CBTC systems on a revenue line with multiple train overlays. Achieving interoperability on the QBL will further validate the safety of operating these CBTC subsystems and thus allow NYC Transit the opportunity to procure CBTC subsystems through competitive bidding for future lines. To further the competitive market for CBTC, NYC Transit is also proceeding with a contract to qualify an additional CBTC Supplier, which is included in this Board agenda as a separate item.

QBL provides crosstown service across Manhattan under 53<sup>rd</sup> Street and east through Queens to Jamaica. The QBL project will provide a CBTC signal system overlay from north of Union Turnpike to north of 47<sup>th</sup>-50<sup>th</sup> Street Station/6<sup>th</sup> Avenue Line and south of 50<sup>th</sup> Street/8<sup>th</sup> Avenue Line. It is among the busiest lines in the transit system and is served by the E, F, M and R lines. This project will provide centralized traffic control through Automatic Train Supervision (ATS) at designated locations and at the Rail Control Center, the prototype installation of carborne equipment on four trains in order to verify installation procedures and a data communication system (DCS) network and radio transponders. Also included in the work is the provision of equipment for the retrofitting of 309 R160 car sets consisting of either 4-car or 5-car units, 301 of which will be installed by NYC Transit employees. Installation of wayside equipment will be performed under a separate contract that will be competitively bid for award in 2016. Both the car and wayside equipment installation, which are integral parts of the project, are projected to be funded by the pending 2015-19 Capital Plan.

An Authorizing Resolution requesting the use of a competitive RFP procurement process was approved by the Board in December 2013. The one-step RFP required proposers to submit technical and cost proposals to be reviewed by a Selection Committee (SC) in accordance with pre-established selection criteria, which included: proposer's plans and approach to implement changes in accordance with the latest I2S, project management approach including, phasing and staging plans, project schedules reflecting on time completion and cost.

In order to maximize competition between Proposers, the contract was structured into shares consisting of the following: 1. Carborne sub-systems (209 units); 2. Wayside equipment (Area 1 approx. 70%); 3. Carborne sub-systems (100 units); 4. Wayside equipment (Area 2 approx. 30%); 5. the Data Communication System (DCS); and 6) the ATS System. While the awards of shares 1, 2, 3 and 4 would be split between Proposers, single awards would be made for shares 5 and 6.

The RFP was advertised in May 2014. Siemens and Thales each submitted proposals on December 1, 2014. The proposals included technical narratives for each of the contract shares and sealed cost proposals. The internal estimate was \$184,000,000. Although Siemens and Thales are the only two qualified companies, a Technical Committee (TC) was established to conduct an evaluation of technical proposals in order to verify the companies' continual compliance with the latest I2S. Both Proposers were invited for oral presentations. After oral presentations and upon completion of the technical evaluations, the TC deemed Siemens' and Thales' technical qualifications to be fully satisfactory and reported their findings to the SC. Based on the TC's evaluation, the SC unanimously recommended the two Proposers for negotiations.

Cost proposals were opened with prices significantly in excess of the engineer's estimate. The lowest cost combination of shares proposed by the two contractors was \$306,721,908, approximately 68% higher than the internal estimate of \$184,000,000.

Due to the disparity between the Proposal and internal estimate, extensive negotiations were conducted with each of the Proposers and included discussions of contractual terms and conditions, special conditions, scope of work, risk, level of staffing and detailed cost. As a result of negotiations and discussions with both Proposers, a Post-Proposal Addendum (PPA) was issued to capture the changes and clarifications made to the technical specifications. The PPA requested that both Proposers provide interim proposals for continued negotiations of the base contract shares, and, in an effort to reduce unknown risks and cost, requested contractors to propose on four alternates based on various combinations of shares with fixed quantities of work.

Siemens and Thales each submitted interim proposals on May 6, 2015. The interim proposals resulted in a lowest cost combination of shares of \$270,819,175, which represented a 12% reduction from the initial total of \$306,721,908. Interim pricing remained significantly high, therefore additional negotiations were held and alternative solutions were explored with each of the Proposers. As a result of negotiations of both cost and shares, another round of interim proposals was requested. The revised interim proposals were for the base contract shares and two alternates. The alternate proposals were for A. Carborne (305 units), B. Wayside Areas 1 and 2 without the 71<sup>st</sup> Avenue interlocking, C. Carborne (4 units), and D. the 71<sup>st</sup> Avenue interlocking Wayside only. Alternate 1 consisted of items A and B while Alternate 2 consisted of items C and D. Due to the changes in technical specifications and a better understanding of the contractors staffing and risks associated with the project, the internal estimate was further revised to \$208,011,663.

Revised interim proposals were received and resulted in a lowest cost combination of shares of \$262,561,503. After a final round of negotiations with both Proposers, they were requested to submit their Best and Final Offers (BAFOs). The request for BAFO instructed Siemens and Thales to submit a base proposal and two alternate proposals based on the numbers of carborne and wayside CBTC units as stated in the previous revised interim proposal with the DCS and ATS being proposed separately. BAFOs were received on June 29, 2015, which also included a proposed alternate from Thales based on reduced project management efforts.

The SC reconvened and unanimously recommended to award Alternate 1 to Siemens which consisted of the larger shares A. (Carborne 305 units) and B. (Wayside Areas 1 and 2 without the 71<sup>st</sup> Avenue interlocking) and Alternate 2 to Thales which consisted of the smaller shares C. (Carborne 4 units) and D. (The 71<sup>st</sup> Avenue interlocking Wayside only). The SC also recommended the award of the DCS and ATS to Siemens. The award determination was based on the alternative proposals which offered the lowest cost combination and best overall value to NYC Transit. The lowest cost combination of shares total price of \$205,780,452 was approximately 1% lower than the revised estimate of \$208,011,663. The extensive negotiations ultimately resulted in NYC Transit saving \$101M from the initial proposal. The price for the Siemens portion of the work is considered fair and reasonable. The price for the Thales portion of the work is considered acceptable. The overall price for the project is considered fair and reasonable.

A background check performed by Materiel on Thales revealed no "Significant Adverse Information" (SAI) within the meaning of the All Agency Responsibility Guidelines. In connection with a previous contract awarded, Siemens was found to have SAI. However, the Chairman approved a recommendation that Siemens be found responsible for future awards provided that no new SAI

was found. No new SAI has been found by Materiel's background checks and investigations. After consideration of all relevant information, Siemens and Thales have been found fully responsible for award.

**M/W/DBE:**

The MTA Department of Diversity and Civil Rights (DDCR) has established goals at 0% MBE and 0% WBE. The scope of work within this contract is classified as proprietary and specialized work, and the equipment is also specialized. NYC Transit will utilize its employees to perform installation of carborne equipment. These factors were taken into consideration by DDCR in order to support a Zero Goal Determination.

**CAPITAL PROGRAM REPORTING**

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

**IMPACT ON FUNDING:**

This contract is 100% MTA funded. Funds are available in planning number MW56-7027 Project ID T60803/19 in the 2010-14 Plan and prior Programs. Both the car and wayside equipment installation, which are integral parts of the project, are projected to be funded by the pending 2015-19 Capital Plan. The contract will not be awarded until a WAR Certificate is received.

**ALTERNATIVES:**

None. Assessing critical factors, such as safety and achieving interoperability, can only be accomplished using the RFP process.

**RECOMMENDATION:**

That the Board approve the award of contract S-48004 for the Communication Based Train Control (CBTC) Queens Boulevard Line (QBL) West Phase I to Siemens and Thales in the total amount of \$205,780,452 (\$156,172,932 for Siemens and \$49,607,520 for Thales) with a duration of 67 months.

## Schedule K: Ratification of Completed Procurement Actions

Item Number: 1

<b>Vendor Name (&amp; Location)</b> Forte/Emis JV (Holbrook, NY)	
Station Renewal at Five Locations on the Liberty Line in Queens	
<b>Contract Term (including Options, if any)</b> December 6, 2013 – March 4, 2016	
<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 checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
<b>Solicitation Type</b>	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b>	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Capital Program Management, Frederick E. Smith	

<b>Contract Number</b> A-36308	<b>AWO/Mod. #:</b> 3
<b>Original Amount:</b>	\$ 39,339,000
<b>Prior Modifications:</b>	\$ 216,160
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 39,555,160
<b>This Request:</b>	\$ 9,116,550 (Est.)
<b>% of This Request to Current Amount:</b>	23.0%
<b>% of Modifications (including This Request) to Original Amount:</b>	23.7%

### Discussion:

This retroactive modification provides additional steel repair and a time extension of 29 work days, excusable and non-impactable.

This contract is for the renewal of five stations (104<sup>th</sup> Street; 111<sup>th</sup> Street; Rockaway Boulevard; 88<sup>th</sup> Street; and 80<sup>th</sup> Street) on the Liberty Line in the Borough of Queens. The contract calls for station painting; replacement of mezzanine concrete topping, doors, windows, light fixtures; rehabilitation of mezzanine exterior walls; demolition and reconstruction of concrete platforms and repair of embedded structural steel supporting the platforms.

The platform steel is embedded in the existing concrete platform slabs, so the extent of steel deterioration could not be determined by the visual survey performed during the design phase of the project. Accordingly, the contract provides for platform steel repair on the basis of a unit price and an estimated quantity, and provides for an equitable adjustment of the unit price if the actual quantity differs from the estimated quantity by more than ten percent. The contractual estimated quantity of steel repair is 11.94 tons. As constructed, each station has about 160 to 180 tons of platform steel, so the five stations have about 800 to 900 tons of platform steel total. The contractual platform steel repairs represent about 1.3% to 1.5% of the total existing platform steel.

In mid-2014, the contractor began demolishing the concrete platform slabs and exposing the platform steel. As work progressed, it became evident that a greater percentage of the platform steel had deteriorated than expected and the contractual estimated quantity would be greatly exceeded. The SVP & Chief Engineer authorized a budget modification for retroactive additional work, which was approved in November 2014, and subsequently approved a memorandum ratifying the retroactive additional work.

The contract provides two 14 week by-pass occasions (each including five weekend GOs) during which most of the platform work must be performed. One occasion was provided in 2014 and one is provided in 2015. To minimize impact on customers, NYC Transit directed the contractor to perform the additional work within the established by-pass occasions to the extent possible. The contractor performed contractual and additional steel repair work from June 2014 to March 2015, completing a total of 105.93 tons, of which 93.99 tons was additional work. The remaining platform steel repair to be performed in 2015 is estimated at 108.6 tons. Accordingly, the total revised estimated quantity is 214.53 tons, of which 202.59 tons is additional work. The total additional platform steel repairs represent about 22% to 25% of total existing platform steel. Construction of the existing platforms was completed 100 years ago, in 1915. The visual inspection performed during the design state of the project did not disclose the extent of platform steel deterioration. In the future, especially when designing for the renewal of stations of this age, NYC Transit will consider full length repairs of specific platform girder elements such as top flange angles, and budget estimated costs accordingly on a unit price basis.

The contractor's bid included a unit price of \$35,000 per ton for the contractual estimated quantity of 11.94 tons of platform steel repairs, total for all five stations. Unit price negotiations were conducted by negotiating the price of the additional work actually performed at two stations (88<sup>th</sup> and 104<sup>th</sup>) in 2014. For those two stations, a total of 89.53 tons of platform steel repairs were completed, of which 77.59 tons were additional work, since the estimated 11.94 tons intended for all five stations was exhausted.

## Schedule K: Ratification of Completed Procurement Actions

even before finishing repairs on the first two stations. The contractor's final proposal was \$4,453,666, or \$57,400 per ton. NYC Transit's revised estimate was \$3,445,012, or \$44,400 per ton. Negotiations, conducted after coordination with MTA Audit, resulted in the agreed lump sum of \$3,491,550 and in the agreed unit price \$45,000 per ton, which was found to be fair and reasonable for all additional platform steel repairs. At the agreed unit price, the estimated additional 202.59 tons total will cost an estimated total of \$9,116,550.

The contractor and NYC Transit also agreed on an extension of 29 work days, excusable and non-impactable, extending the Substantial Completion date from March 4, 2016 to April 14, 2016. An additional GO was needed; it was not available until after the 2014 occasion, which affected the project schedule.

A partial payment of \$2,312,100 was made in February 2015, and a partial payment of \$1,917,450 is in process, for the additional work completed under this modification from June 2014 to March 2015.

# Staff Summary

Item Number <b>3</b>			
Division & Division Head Name: VP Materiel, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Date	Approval
1	Materiel <i>WD</i>	6 X	Subways
2 X	Law	7 <i>REC FOR M CHAIRMAN 7/10/15</i>	EVP
3 X	Budget	8 <i>forceance 7/10/15</i>	President
4 X	DDCR		
5 X	CPM		

SUMMARY INFORMATION	
Vendor Name Mitsubishi Electric Power Products Inc.	Contract No. S-48002
Description Communication Based Train Control (CBTC) Equipment Supplier Interoperability	
Total Amount \$1,200,000 (NTE)	
Contract Term (including Options, if any) Three Years	
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 obtain Board approval to award a competitively negotiated contract for the Communication Based Train Control (CBTC) Equipment Supplier Interoperability Project to qualify an additional CBTC Supplier, Mitsubishi Electric Power Products Inc. (Mitsubishi), in the not-to-exceed amount of \$1,200,000 with a duration of thirty-six months.

**DISCUSSION:**

The purpose of this project is to qualify and develop one additional CBTC supplier beyond the two suppliers already qualified (Siemens and Thales) to increase competition in future CBTC contracts and to enhance the long-term supply of CBTC systems and subsystems. The selected supplier will develop and demonstrate that their CBTC equipment is interoperable with the existing Siemens and Thales equipment. For this highly specialized project, the selected supplier's cost will be partially offset by the use of a stipend.

This project will utilize the documentation and Integrated Test facility (ITF) developed under the Siemens and Thales consortium Culver Test Track project to qualify one additional interoperable CBTC supplier. The selected supplier's CBTC systems and subsystems will be tested at the ITF, as well as on the Culver Test Track to demonstrate compliance with all of the requirements. An Independent Safety Assessor (ISA) will audit the additional CBTC supplier's compliance with the safety program as well as the system development, test processes and safety analysis methods used by the CBTC supplier.

An RFP Authorizing Resolution for the use of a competitive Request for Proposal (RFP) procurement process and the use of a stipend as compensation was approved by the Board in December 2013. This is a highly specialized field and extensive outreach efforts were made to the industry to encourage competition for this RFP. These efforts included an International CBTC Forum in 2011 attended by major transit agencies and suppliers in the industry and a Request for Information (RFI) in 2012 where all known potential suppliers were invited to participate. The participants in the Forum and the responders to the RFI were contacted directly for this RFP. The RFP was advertised in April 2014. Selection was accomplished through the use of a one-step RFP process in which prospective Proposers submitted technical and cost proposals that were reviewed by a Selection Committee (SC) in accordance with pre-established criteria, which included: previous experience with CBTC systems functionally similar to NYC Transit systems, ability to meet NYC Transit Interoperability Interface Specifications (I2S), proposed duration needed to complete the project, and overall project cost. Of the nine firms that purchased the RFP package, six firms did not propose for one or more of the following reasons: they were previously qualified as suppliers; they were not CBTC suppliers; they could not meet the specifications; or, through mergers and acquisitions, they were combining with other suppliers/proposers. The three remaining firms submitted their technical and stipend proposals as follows: Ansaldo STS USA Inc. (Ansaldo) \$27,521,042, GE Transportation Systems Global Signaling (GE) \$16,417,412, and Mitsubishi Electric Power Products, Inc. (Mitsubishi) \$1,000,000. The internal estimate was \$20,202,899.

Due to the complexity of the project, a Technical Committee (TC) comprised of members from various NYC Transit departments was established in order to conduct an evaluation of the technical proposals and report its findings to the Selection Committee (SC). All three proposers were invited for oral presentations. After oral presentations, the TC deemed two teams, Ansaldo and Mitsubishi, to be technically qualified. The SC, considering the evaluation criteria, unanimously recommended the two teams for negotiations. GE was not recommended for negotiations because their technical proposal had the widest gap for complying with NYC Transit requirements, and their product is still at an early stage of development. Negotiations with Ansaldo and Mitsubishi focused on the contract terms and conditions, and on the proposed completion schedule, ensuring that there was a unified understanding as to what type of commitment was required by the proposer and the support NYC Transit would be providing during the contract. Negotiations also focused on the proposed cost and scope of work.

Following negotiations, Ansaldo and Mitsubishi were considered technically comparable and satisfactory and the firms were requested to submit their Best and Final Offers (BAFOs). BAFOs were received as follows: Ansaldo \$18,965,000 (stipend) and Mitsubishi \$1,200,000 (stipend). Based on the technical proposals, oral presentations, and BAFOs, and in accordance with the evaluation criteria, the SC unanimously recommended Mitsubishi for award. Mitsubishi's BAFO was slightly higher than its initial proposal due to additional technical requirements that were formally introduced to both proposers by NYC Transit during the negotiation process. Mitsubishi's BAFO of \$1,200,000 was \$19,002,899 below the budget estimate of \$20,202,899. Both BAFOs are considered "Fair & Reasonable" by Procurement and CPM based on the competitive nature of the RFP. Although both firms were deemed to be technically comparable and satisfactory with extensive worldwide experience, Mitsubishi's proposal was deemed to be the one offering the best overall value to NYC Transit in terms of both price and compliance with the I2S. Mitsubishi's BAFO clearly indicated their willingness to absorb most of the costs associated with this project, which will considerably reduce the cost for NYC Transit, saving millions of dollars. Mitsubishi's Management said that their cost proposal is the result of a strategic and long term company investment decision to become a qualified CBTC system supplier for NYC Transit. Mitsubishi based their technical proposal on their interoperable system currently in use in Japan. Mitsubishi's carborne controller has been in revenue operation with the Japan Rail East (JRE) operator, and their complete system passed all tests with the Japan Rail West (JRW) operator in 2013. Mitsubishi's high level of compliance with the I2S provides reasonable assurance that the system will be built as required and completed on time. Mitsubishi will establish a team of engineers in NYC to support the project. Mitsubishi's senior management has committed that they will provide additional resources, as needed, at no cost to NYC Transit to ensure that all project schedules are met.

Mitsubishi is currently providing, as a subcontractor, the Solid State Interlocking (SSI) system for the NYC Transit Dyre Avenue/Morris Park Project (Contract S-32773). The Mitsubishi Electric Group has over 130,000 employees in 42 different countries and is a leader in the manufacture and sales of electric and electronic equipment used in several sectors. Mitsubishi's Transportation Systems Product Line includes the manufacturing of Rolling Stock Systems, Power Supply and Electrification Systems, Station Facilities Systems, Transportation Planning and Control Systems, and Communication Systems. Mitsubishi's other Projects with MTA included various contracts with NYC Transit for parts for the R142 Overhaul, and with LIRR and MNR for propulsion on the M-7, M-8 and M-9 car equipment. Worldwide, Mitsubishi is currently installing CBTC systems for JR East in Tokyo and an Automatic Train Control (ATC) system for the Yokohama, Japan, Green Line Subway. In connection with a previous contract awarded, Mitsubishi was found to have significant adverse information (SAI) within the meaning of the All-Agency Responsibility Guidelines. The Chairman approved a recommendation that they be found responsible for that award and future awards provided that no new SAI was found. No new SAI has been found by Materiel's background checks and investigations. After consideration of all relevant information, Mitsubishi was found fully responsible for award.

#### **M/W/DBE:**

Based on the scope of work and lack of subcontracting opportunities, the MTA Department of Diversity and Civil Rights (DDCR) has established goals at 0% MBE and 0% WBE for this contract. Mitsubishi has not completed any MTA contract that contained goals; therefore, no assessment of the firm's MWDBE performance can be determined at this time.

#### **IMPACT ON FUNDING:**

This contract is funded with 100% MTA funds. The contract will not be executed until a WAR Certificate has been issued.

#### **ALTERNATIVES:**

There are no alternatives. The qualification of an additional vendor is imperative to increase competition for future CBTC projects.

#### **CAPITAL PROGRAM REPORTING**

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

#### **RECOMMENDATION:**

That the Board approve the award of this competitively negotiated contract for the CBTC Equipment Supplier Interoperability Project to qualify an additional CBTC Supplier, Mitsubishi, in the not-to-exceed amount of \$1,200,000 with a duration of thirty-six months.

# Staff Summary

<b>Item Number</b> 1			
<b>Division &amp; Division Head Name:</b> VP Materiel, Stephen M. Plochochi			
			
<b>Internal Approvals</b>			
Order	Approval	Date	Approval
1	Materiel	6	President
2	Law	7	<i>for clearance</i>
X			
3	Budget	8	
X			
4	SVP Buses	9	
X			
5	Executive VP	10	
<i>for clearance</i>			

SUMMARY INFORMATION	
<b>Vendor Name</b>	<b>Contract No.</b>
RFP Authorizing Resolution	B-40663
<b>Description</b> Purchase of 138 Low Floor 40-foot Compressed Natural Gas buses	
<b>Total Amount</b> Cost to be Determined	
<b>Contract Term (including Options, if any)</b> TBD	
<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 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 138 Low Floor 40-foot Compressed Natural Gas (CNG) buses for NYC Transit and that it is in the public interest to issue a competitive Request for Proposals (RFP) pursuant to subdivision 9(g) of Section 1209 of the Public Authorities Law.

### DISCUSSION:

Subdivision 9(g) of Section 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 138 Low Floor 40-foot CNG buses. These CNG buses will be purchased to replace aging buses that will have reached the end of their useful life. Additionally, as these buses have CNG tanks that, by federal regulations, can only be used for 15 years from the date of manufacture, the buses must be taken out of service or undergo a cost prohibitive and technically intrusive CNG tank replacement program. CNG buses are deployed in two NYC Transit depots, Jackie Gleason and West Farms.

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; 2) negotiate specific contract terms, such as warranty and payment terms; 3) negotiate technical matters as deemed appropriate; and 4) include any other factors that NYC Transit deems relevant to its operation.

### IMPACT ON FUNDING:

It is anticipated that funds for the procurement of the 138 CNG buses will be funded under SF02-2451, as part of the proposed 2015-2019 Capital Program. This project is anticipated to be 100% MTA funded. No award will be made until 2015-2019 funding is available or an alternative funding source is identified.

# Staff Summary

**ALTERNATIVES:**

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

**RECOMMENDATION:**

It is recommended that the Board determine that competitive bidding is impractical or inappropriate for the procurement of 138 Low Floor 40-foot CNG buses for NYC Transit and that it is in the public interest to issue a competitive RFP pursuant to subdivision 9(g) of Section 1209 of the Public Authorities Law.

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

Item Number: 1 (Final)

<b>Vendor Name (&amp; Location)</b> Henningson, Durham & Richardson Architecture and Engineering, PC	<b>Contract Number</b> PSC-10-2885	<b>AWO/Modification #</b> 5
Design and Construction Support Services for Project MP-03, Electrical and Mechanical Rehabilitation at the Marine Parkway - Gil Hodges Memorial Bridge (MPB)	<b>Original Amount:</b>	\$1,499,542.19
<b>Contract Term (including Options, if any)</b> December 28, 2011 - January 31, 2019	<b>Prior Modifications:</b>	\$1,076,486.58
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Prior Budgetary Increases:</b>	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<b>Current Amount:</b>	\$2,576,028.77
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	<b>This Request:</b>	\$1,199,971.98
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	<b>% of This Request to Current Amount:</b>	46.5%
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering & Construction, Joe Keane, P.E.	<b>% of Modifications (including This Request) to Original Amount:</b>	151.8%

### Discussion:

B&T is seeking Board approval under the All-Agency Guidelines for Procurement of Services to amend the Contract with Henningson, Durham & Richardson Architecture and Engineering, PC (HDR) for funding to provide construction support services (CSS) for the construction phase of Project MP-03 at the Marine Parkway - Gil Hodges Memorial Bridge (MPB). In December 2011 subsequent to Board approval the Contract was awarded to HDR for the design services and at that time B&T informed the Board of a future request for the CSS. Now that the project design is complete, HDR will provide the design and construction support services necessary to rehabilitate various electrical and mechanical systems and equipment for the lift span at the MPB. B&T anticipates the construction work to commence in September 2015. In order to provide the necessary CSS, B&T is requesting additional funding in the amount of \$1,199,971.98. Consistent with the All-Agency Guidelines this amendment constitutes a substantial change.

HDR submitted a proposal in the amount of \$1,199,971.98. The Engineer's estimate is \$1,089,412. Based on a review of the scope, B&T accepted HDR's proposal in the amount of \$1,199,971.98. During negotiations it was determined that the estimate understated the consultant's approved overhead rate. HDR's proposal also included more hours than anticipated for high level technical reviewers given the complex nature of the electrical/mechanical rehabilitation construction to be undertaken on the lift span. The amount is 10.1% above the estimate and based on the aforementioned, is considered fair and reasonable. Funding for this amendment is available in the 2010 – 2014 Capital Program under Project MP-03.

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**METROPOLITAN TRANSPORTATION AUTHORITY**  
**FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET**  
**Consolidated Accrual Statement of Operations by Category**

**May 2015**

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$499.5	\$504.3	\$4.8	1.0	\$0.0	\$0.0	\$0.0	-	\$499.5	\$504.3	\$4.8	1.0
Vehicle Toll Revenue	154.0	161.6	7.6	4.9	0.0	0.0	0.0	-	154.0	161.6	7.6	4.9
Other Operating Revenue	55.5	58.3	2.7	4.9	0.0	0.0	0.0	-	55.5	58.3	2.7	4.9
Capital & Other Reimbursements	0.0	0.0	0.0	-	160.0	195.4	35.4	22.1	160.0	195.4	35.4	22.1
<b>Total Revenue</b>	<b>\$709.1</b>	<b>\$724.2</b>	<b>\$15.1</b>	<b>2.1</b>	<b>\$160.0</b>	<b>\$195.4</b>	<b>\$35.4</b>	<b>22.1</b>	<b>\$869.1</b>	<b>\$919.6</b>	<b>\$50.5</b>	<b>5.8</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$388.0	\$376.7	\$11.3	2.9	\$56.7	\$65.7	(\$9.0)	(15.9)	\$444.7	\$442.5	\$2.2	0.5
Overtime	50.2	51.9	(1.7)	(3.4)	14.3	24.0	(9.7)	(67.9)	64.5	75.9	(11.4)	(17.7)
Health and Welfare	88.0	94.0	(6.0)	(6.9)	5.2	5.6	(0.4)	(6.9)	93.2	99.6	(6.4)	(6.9)
OPEB Current Payment	40.7	44.9	(4.2)	(10.3)	0.7	0.6	0.1	10.1	41.5	45.6	(4.1)	(9.9)
Pensions	48.6	50.2	(1.6)	(3.3)	4.1	6.6	(2.5)	(60.2)	52.7	56.8	(4.1)	(7.8)
Other Fringe Benefits	50.8	47.2	3.6	7.1	18.1	24.5	(6.4)	(35.2)	68.9	71.7	(2.8)	(4.0)
Reimbursable Overhead	(37.8)	(47.0)	9.2	24.4	37.4	47.2	(9.8)	(26.3)	(0.4)	0.2	(0.6)	*
<b>Total Labor Expenses</b>	<b>\$628.5</b>	<b>\$617.9</b>	<b>\$10.6</b>	<b>1.7</b>	<b>\$136.6</b>	<b>\$174.3</b>	<b>(\$37.8)</b>	<b>(27.6)</b>	<b>\$765.1</b>	<b>\$792.2</b>	<b>(\$27.2)</b>	<b>(3.6)</b>
<b>Non-Labor:</b>												
Electric Power	\$39.0	\$44.2	(\$5.2)	(13.4)	\$0.1	\$0.5	(\$0.5)	*	\$39.1	\$44.7	(\$5.7)	(14.5)
Fuel	22.3	15.6	6.8	30.4	0.0	0.0	0.0	-	22.3	15.6	6.8	30.4
Insurance	4.8	4.1	0.7	14.1	1.0	0.8	0.2	21.2	5.8	4.9	0.9	15.3
Claims	18.4	19.0	(0.6)	(3.3)	0.0	0.0	0.0	-	18.4	19.0	(0.6)	(3.3)
Paratransit Service Contracts	32.2	31.6	0.6	1.7	0.0	0.0	0.0	-	32.2	31.6	0.6	1.7
Maintenance and Other Operating Contracts	47.8	43.6	4.3	8.9	4.8	4.6	0.2	4.4	52.7	48.2	4.5	8.5
Professional Service Contracts	30.0	19.3	10.7	35.7	4.4	5.3	(0.9)	(21.6)	34.3	24.6	9.8	28.4
Materials & Supplies	45.9	42.3	3.6	7.9	12.5	12.3	0.2	1.6	58.4	54.6	3.8	6.6
Other Business Expenses	14.3	16.9	(2.6)	(18.0)	0.7	(2.4)	3.1	*	15.0	14.4	0.5	3.5
<b>Total Non-Labor Expenses</b>	<b>\$254.7</b>	<b>\$236.4</b>	<b>\$18.3</b>	<b>7.2</b>	<b>\$23.4</b>	<b>\$21.1</b>	<b>\$2.3</b>	<b>9.9</b>	<b>\$278.1</b>	<b>\$257.6</b>	<b>\$20.6</b>	<b>7.4</b>
<b>Other Expense Adjustments:</b>												
Other	3.6	2.4	1.2	33.6	0.0	0.0	0.0	-	3.6	2.4	1.2	33.6
General Reserve	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-
<b>Total Other Expense Adjustments</b>	<b>\$3.6</b>	<b>\$2.4</b>	<b>\$1.2</b>	<b>33.6</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>-</b>	<b>\$3.6</b>	<b>\$2.4</b>	<b>\$1.2</b>	<b>33.6</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$886.8</b>	<b>\$856.7</b>	<b>\$30.0</b>	<b>3.4</b>	<b>\$160.0</b>	<b>\$195.4</b>	<b>(\$35.4)</b>	<b>(22.1)</b>	<b>\$1,046.8</b>	<b>\$1,052.2</b>	<b>(\$5.4)</b>	<b>(0.5)</b>
Depreciation	194.2	190.5	3.7	1.9	0.0	0.0	0.0	-	194.2	190.5	3.7	1.9
OPEB Obligation	34.9	34.2	0.7	2.1	0.0	0.0	0.0	-	34.9	34.2	0.7	2.1
Environmental Remediation	0.4	0.2	0.3	61.4	0.0	0.0	0.0	-	0.4	0.2	0.3	61.4
<b>Total Expenses</b>	<b>\$1,116.4</b>	<b>\$1,081.6</b>	<b>\$34.7</b>	<b>3.1</b>	<b>\$160.0</b>	<b>\$195.4</b>	<b>(\$35.4)</b>	<b>(22.1)</b>	<b>\$1,276.4</b>	<b>\$1,277.0</b>	<b>(\$0.7)</b>	<b>(0.1)</b>
<b>Net Surplus/(Deficit) excluding Subsidies and Debt Service</b>	<b>(\$407.3)</b>	<b>(\$357.4)</b>	<b>\$49.9</b>	<b>12.2</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>*</b>	<b>(\$407.3)</b>	<b>(\$357.4)</b>	<b>\$49.9</b>	<b>12.2</b>
Subsidies	\$411.6	354.6	(57.0)	(13.8)	0.0	0.0	0.0	-	411.6	354.6	(57.0)	(13.8)
Debt Service	169.0	175.1	(6.1)	(3.6)	0.0	0.0	0.0	-	169.0	175.1	(6.1)	(3.6)

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

\* Variance exceeds 100%.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET**  
**Consolidated Accrual Statement of Operations by Category**  
**May Year-to-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Favorable (Unfavorable) Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Favorable (Unfavorable) Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Favorable (Unfavorable) Percent
<b>Revenue</b>												
Farebox Revenue	\$2,379.9	\$2,354.7	(\$25.2)	(1.1)	\$0.0	\$0.0	\$0.0	-	\$2,379.9	\$2,354.7	(\$25.2)	(1.1)
Vehicle Toll Revenue	674.6	696.2	21.6	3.2	0.0	0.0	0.0	-	674.6	696.2	21.6	3.2
Other Operating Revenue	278.5	287.5	9.0	3.2	0.0	0.0	0.0	-	278.5	287.5	9.0	3.2
Capital & Other Reimbursements	(0.0)	0.0	0.0	*	674.3	715.2	41.0	6.1	674.3	715.2	41.0	6.1
<b>Total Revenue</b>	<b>\$3,333.1</b>	<b>\$3,338.4</b>	<b>\$5.4</b>	<b>0.2</b>	<b>\$674.3</b>	<b>\$715.2</b>	<b>\$41.0</b>	<b>6.1</b>	<b>\$4,007.3</b>	<b>\$4,053.7</b>	<b>\$46.4</b>	<b>1.2</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$1,940.6	\$1,911.7	\$28.9	1.5	\$246.0	\$256.5	(\$10.5)	(4.3)	\$2,186.6	\$2,168.2	\$18.5	0.8
Overtime	273.7	320.2	(46.4)	(17.0)	48.7	80.3	(31.5)	(64.6)	322.5	400.4	(78.0)	(24.2)
Health and Welfare	440.2	424.1	16.1	3.6	24.0	25.7	(1.7)	(7.0)	464.1	449.8	14.4	3.1
OPEB Current Payment	206.3	213.3	(7.0)	(3.4)	3.5	3.2	0.4	10.8	209.8	216.4	(6.6)	(3.2)
Pensions	251.1	245.2	5.9	2.3	18.4	26.1	(7.7)	(42.1)	269.5	271.4	(1.8)	(0.7)
Other Fringe Benefits	269.5	264.1	5.5	2.0	75.2	86.4	(11.3)	(15.0)	344.7	350.5	(5.8)	(1.7)
Reimbursable Overhead	(152.4)	(154.0)	1.6	1.0	150.1	154.7	(4.7)	(3.1)	(2.3)	0.7	(3.1)	*
<b>Total Labor Expenses</b>	<b>\$3,229.1</b>	<b>\$3,224.6</b>	<b>\$4.5</b>	<b>0.1</b>	<b>\$565.9</b>	<b>\$632.8</b>	<b>(\$67.0)</b>	<b>(11.8)</b>	<b>\$3,795.0</b>	<b>\$3,857.4</b>	<b>(\$62.5)</b>	<b>(1.6)</b>
<b>Non-Labor:</b>												
Electric Power	\$212.7	\$222.4	(\$9.7)	(4.6)	\$0.4	\$0.9	(\$0.5)	*	\$213.1	\$223.4	(\$10.3)	(4.8)
Fuel	116.9	79.9	37.1	31.7	0.0	0.0	0.0	20.0	117.0	79.9	37.1	31.7
Insurance	22.4	21.9	0.5	2.1	4.4	3.3	1.1	24.4	26.7	25.2	1.5	5.8
Claims	92.2	95.9	(3.7)	(4.0)	0.0	0.0	0.0	-	92.2	95.9	(3.7)	(4.0)
Paratransit Service Contracts	160.5	155.0	5.5	3.4	0.0	0.0	0.0	-	160.5	155.0	5.5	3.4
Maintenance and Other Operating Contracts	233.6	200.6	33.0	14.1	20.8	23.4	(2.5)	(12.2)	254.5	224.0	30.5	12.0
Professional Service Contracts	159.2	119.2	40.0	25.1	22.8	19.8	3.0	13.1	182.0	139.0	43.0	23.6
Materials & Supplies	227.9	225.3	2.6	1.1	58.4	43.6	14.9	25.4	286.3	268.9	17.4	6.1
Other Business Expenses	90.7	89.7	1.0	1.1	1.5	(8.7)	10.1	*	92.2	81.0	11.2	12.1
<b>Total Non-Labor Expenses</b>	<b>\$1,316.1</b>	<b>\$1,209.9</b>	<b>\$106.3</b>	<b>8.1</b>	<b>\$108.4</b>	<b>\$82.4</b>	<b>\$26.0</b>	<b>24.0</b>	<b>\$1,424.5</b>	<b>\$1,292.3</b>	<b>\$132.2</b>	<b>9.3</b>
<b>Other Expense Adjustments:</b>												
Other	17.6	12.0	5.6	31.7	0.0	0.0	0.0	-	17.6	12.0	5.6	31.7
General Reserve	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	-
<b>Total Other Expense Adjustments</b>	<b>\$17.6</b>	<b>\$12.0</b>	<b>\$5.6</b>	<b>31.7</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>-</b>	<b>\$17.6</b>	<b>\$12.0</b>	<b>\$5.6</b>	<b>31.7</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$4,562.8</b>	<b>\$4,446.5</b>	<b>\$116.3</b>	<b>2.5</b>	<b>\$674.3</b>	<b>\$715.2</b>	<b>(\$41.0)</b>	<b>(6.1)</b>	<b>\$5,237.1</b>	<b>\$5,161.8</b>	<b>\$75.4</b>	<b>1.4</b>
Depreciation	959.2	948.8	10.4	1.1	0.0	0.0	0.0	-	959.2	948.8	10.4	1.1
OPEB Obligation	579.3	573.3	6.0	1.0	0.0	0.0	0.0	-	579.3	573.3	6.0	1.0
Environmental Remediation	2.2	4.3	(2.2)	*	0.0	0.0	0.0	-	2.2	4.3	(2.2)	*
<b>Total Expenses</b>	<b>\$6,103.5</b>	<b>\$5,973.0</b>	<b>\$130.5</b>	<b>2.1</b>	<b>\$674.3</b>	<b>\$715.2</b>	<b>(\$41.0)</b>	<b>(6.1)</b>	<b>\$6,777.8</b>	<b>\$6,688.2</b>	<b>\$89.5</b>	<b>1.3</b>
<b>Net Surplus/(Deficit) excluding Subsidies and Debt Service</b>	<b>(\$2,770.4)</b>	<b>(\$2,634.5)</b>	<b>\$135.9</b>	<b>4.9</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>(\$0.0)</b>	<b>(99.9)</b>	<b>(\$2,770.4)</b>	<b>(\$2,634.5)</b>	<b>\$135.9</b>	<b>4.9</b>
Subsidies	3,558.8	3,527.3	(31.6)	(0.9)	0.0	0.0	0.0	-	3,558.8	3,527.3	(31.6)	(0.9)
Debt Service	1,039.3	988.4	50.9	4.9	0.0	0.0	0.0	-	1,039.3	988.4	50.9	4.9

-- Results are preliminary and subject to audit review.

-- Differences are due to rounding.

\* Variance exceeds 100%.

**METROPOLITAN TRANSPORTATION AUTHORITY  
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET  
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS  
MAY 2015  
(\$ in millions)**

Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable)		May	Favorable (Unfavorable)		YEAR-TO-DATE
		\$	%	Reason for Variance	\$	%	Reason for Variance
Farebox Revenue	NR	4.8	1.0	NYCT, the LIRR, and MNR had favorable variances of \$2.3M, \$1.9M, and \$0.5M, respectively, mostly attributable to higher ridership.	(25.2)	(1.1)	Severe winter weather advisories and conditions experienced in the first quarter resulted in overall lower ridership and revenue of (\$24.3M) at NYCT, (\$1.5M) at MNR, and (\$1.1M) MTA Bus. These results were partially offset by a favorable variance of \$1.8M at the LIRR due to higher ridership and higher average fares.
Vehicle Toll Revenue	NR	7.6	4.9	Toll revenues were favorable due to higher traffic volume.	21.6	3.2	Toll revenues were favorable mainly due to higher traffic volume.
Other Operating Revenue	NR	2.7	4.9	The favorable outcome largely reflects the impact of higher Paratransit Urban Tax and real estate revenues -- \$3.4M at NYCT, higher net GCT retail revenues due to lower management expenses and the recognition of interagency revenue -- \$1.2M at MNR, and the timing of Transit Museum revenue \$0.4M at MTA HQ. These results were partially offset by an unfavorable variance resulting from a net negative shift in the market value of the invested asset portfolio -- (\$2.4M) at FMTAC.	9.0	3.2	The favorable YTD outcome reflects the timing of advertising revenue and higher paratransit Urban Tax revenues -- \$14.7M at NYCT, recognition of interagency revenue and higher net GCT revenues due to increased tenant rents and lower administrative expenses -- \$4.0M at MNR, and higher E-ZPass administrative fees and Battery Parking Garage revenue -- \$1.8M at B&T. These results were partially offset by unfavorable variances resulting from the timing of miscellaneous revenue -- (\$6.0M) at MTA HQ, a net negative shift in the market value of the invested asset portfolio -- (\$4.1M) at FMTAC, and delays in miscellaneous recoveries, including those for Superstorm Sandy -- (\$1.6M) at MTA Bus.
Payroll	NR	11.3	2.9	NYCT was \$11.9M favorable mostly due to timing. Vacancies were primarily responsible for favorable variances of \$1.5M at MNR, \$1.3M at both B&T and the LIRR, and \$0.3M at SIR. These results were partially offset by an unfavorable variance of (\$5.1M) at MTA HQ primarily due to timing of IT consolidation charges.	28.9	1.5	NYCT was \$9.0M favorable mostly due to timing. Vacancies were primarily responsible for favorable variances of \$8.2M at the LIRR, \$6.8M at MNR, \$4.8M at B&T, \$2.1M at MTA HQ, and \$0.5 at SIR. These results were partially offset by an unfavorable variance of (\$2.4M) at MTA Bus due to wage rate progression changes and a court judgment for back pay.
Overtime	NR	(1.7)	(3.4)	The unfavorable result mainly reflects the impact of vacancy/absentee coverage, timing, and additional maintenance requirements for bus fleet -- (\$3.0M) at NYCT and (\$0.5M) at MTA Bus.	(46.4)	(17.0)	This overage is mainly attributable to two categories: Weather Emergencies (\$23.8M or 51%) and Vacancy Absentee Coverage (\$22.8M or 49%). In addition to those, NYCT required additional coverage caused by service delays, while LIRR and MTA Bus required greater maintenance work. Overall variances were (\$32.8M) at NYCT, (\$8.4M) at the LIRR, (\$3.8M) at MTA Bus, (\$1.0M) at MNR, and (\$0.4M) at SIR. Overruns in MTA PD activity were attributable to civil protests in January, Commerce St. (Valhalla) incident coverage on MNR in February, increased background investigations and incident coverage at the LIRR in March, and sports events, partially offset by lower-than-budget vacancy/absentee coverage resulted in a slightly unfavorable outcome at MTA HQ.
Health and Welfare	NR	(6.0)	(6.9)	MTA HQ had an unfavorable variance of (\$5.3M) mainly due to the timing of IT consolidation charges. NYCT was unfavorable by (\$2.3M) primarily due to timing. These results were partially offset by favorable variances at the LIRR, MNR and B&T of \$0.7M, \$0.5M, and \$0.4M respectively, mostly due to higher vacancies.	16.1	3.6	NYCT had a favorable variance of \$10.6M mainly due to lower rates. The LIRR, B&T and MNR were favorable by \$3.2M, \$2.0M, and \$1.3M respectively, mostly due to higher vacancies. These results were partially offset by an unfavorable result of (\$0.8M) at MTA HQ reflecting the timing of IT consolidation charges and vacancies.

**METROPOLITAN TRANSPORTATION AUTHORITY  
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET  
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS  
MAY 2015  
(\$ in millions)**

Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable)		Reason for Variance	Favorable (Unfavorable)		Reason for Variance
		\$	%		\$	%	
OPEB - Current Payment	NR	(4.2)	(10.3)	Timing was primarily responsible for the unfavorable variances of (\$4.3M) at NYCT and (\$0.5M) at MTA Bus. The LIRR was \$0.6M favorable due to fewer retirees.	(7.0)	(3.4)	Timing was primarily responsible for the unfavorable variance of (\$10.4M) at NYCT. Timing and fewer retirees were responsible for favorable variances of \$2.3M at the LIRR, \$0.5M at MTA Bus, and \$0.3M at MTA HQ.
Pensions	NR	(1.6)	(3.3)	MTA HQ was (\$4.7M) unfavorable due to the timing of IT consolidation charges. This result was partially offset by favorable variances of \$1.4M at NYCT, \$1.3M at the LIRR and \$0.5M at MNR mainly due to timing and vacancies.	5.9	2.3	Timing and vacancies were responsible for favorable variances of \$5.7M at the LIRR, \$2.6M at NYCT and \$1.4M at MNR. These results were partly offset by unfavorable variances of (\$2.6M) at MTA HQ due to the timing of IT consolidation charges, and timing at MTA Bus and B&T of (\$0.6M) and (\$0.5M), respectively.
Other Fringe Benefits	NR	3.6	7.1	NYCT had a favorable variance of \$5.2M mainly due to higher direct overhead credits. MNR was favorable by \$0.7M primarily due to lower employee claims. MTA Bus was \$0.4M favorable mainly due to the timing of workers' compensation expenses. These results were partially offset by unfavorable variances of (\$1.6M) at MTA HQ mostly due to the timing of IT consolidation charges; (\$0.7M) at the LIRR attributable to higher Railroad Retirement tax payments; and (\$0.4M) at B&T due to higher uniform expenses.	5.5	2.0	NYCT had a favorable variance of \$4.2M mainly due to higher direct overhead credits. MTA Bus was favorable by \$1.4M mainly due to the timing of workers' compensation expenses. MNR was favorable by \$0.9M primarily due to lower employee claims. These results were partially offset by unfavorable variances of (\$0.6M) at SIR mainly due to higher interagency fringe benefit charges and workers' compensation expenses; and (\$0.4M) at MTA HQ primarily due to the timing of IT consolidation charges
Reimbursable Overhead	NR	9.2	24.4	The timing of project activity resulted in favorable variances of \$8.9M at NYCT, \$1.0M at B&T, and \$0.7M at the LIRR, as well as the unfavorable variances of (\$0.7M) at MNR and (\$0.6M) at MTA HQ.	1.6	1.0	The timing of project activity resulted in favorable variances of \$12.0M at NYCT, \$2.3M at the LIRR, and \$0.4M at B&T, as well as the unfavorable variances of (\$10.5M) at MTA HQ, (\$2.1M) at MNR, and (\$0.5M) at SIR.
Fuel	NR	6.8	30.4	Lower rates accounted for most of the favorable variances of \$4.7M at NYCT, \$0.9M at MTA Bus and \$0.8M at the LIRR.	37.1	31.7	Lower rates and consumption accounted for most of the favorable variances of \$25.0M at NYCT, \$4.5M at MTA Bus, \$3.5M at the LIRR, \$2.9M at MNR and \$0.6M at B&T. MTA HQ was \$0.5M favorable due to the timing of MTA Police fleet expenses.
Electric Power	NR	(5.2)	(13.4)	Unfavorable result largely reflects billing adjustments and timing -- (\$5.7M) at NYCT, partially offset by a favorable outcome of \$0.3M at the LIRR due to lower consumption.	(9.7)	(4.6)	Unfavorable results largely reflect billing adjustments and timing -- (\$11.8M) at NYCT. This result was partially offset by favorable outcomes attributable to a mix of timing, lower rates, and consumption -- \$1.5M at the LIRR, and \$0.3M at both B&T and MNR.
Insurance	NR	0.7	14.1	Timing was responsible for the favorable variances at NYCT and FMTAC of \$0.4M and \$0.3M, respectively, and an unfavorable variance at MTA HQ of (\$0.3M).	0.5	2.1	Timing was responsible for favorable variances of \$0.8M at MTA Bus and \$0.7M at NYCT, and unfavorable variances at FMTAC and MTA HQ of (\$0.7M) each. MNR's favorable variance of \$0.5M was mainly due to a refund for Station Liability Insurance from a prior period audit.
Claims	NR	(0.6)	(3.3)	MTA Bus was (\$1.0M) unfavorable due to the timing of expenses. This result was partially offset by a favorable variance of \$0.3M at FMTAC due to a decrease in claim activity for the month.	(3.7)	(4.0)	FMTAC was unfavorable by (\$3.3M) due to an actuarial re-estimate and an increase in claim activity, and SIR was (\$0.8M) unfavorable due to accumulated claims adjustments. These results were partially offset by a favorable variance of \$0.4M at MNR due to timing.

**METROPOLITAN TRANSPORTATION AUTHORITY  
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EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS  
MAY 2015  
(\$ in millions)**

Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable)		May	Favorable (Unfavorable)		YEAR-TO-DATE
		\$	%	Reason for Variance	\$	%	Reason for Variance
Paratransit Service Contracts	NR	0.6	1.7	Lower expenses due to fewer trips.	5.5	3.4	Lower expenses due to fewer trips, call center activity, and vehicle rehabs.
Maintenance and Other Operating Contracts	NR	4.3	8.9	The overall favorable result was mainly attributable to timing: \$1.4M at B&T for major maintenance work and painting; \$1.1M at MNR due to maintenance contracts, GCT utilities and security services; \$0.8M at MTA HQ for maintenance contracts and IT expenses; \$0.6M at MTA Bus as a result of timing and a misclassification of security costs in Materials & Supplies; and \$0.4M at NYCT.	33.0	14.1	The overall favorable result was mainly attributable to timing: \$10.0M at B&T due to major maintenance, painting, HVAC maintenance, security, auto purchases, the E-ZPass Customer Service Center and facility maintenance; \$6.1M at MNR primarily due to maintenance contracts, locomotive overhauls, environmental waste removal, and a prior period adjustment for MTA Police services; \$4.4M at the LIRR attributable to vegetation management, elevator & escalator maintenance, security and HVAC maintenance; \$4.1M at MTA HQ for security services and IT expenses; \$3.8M at NYCT mainly due to facility maintenance, uniforms, painting expenses and auto purchases; \$3.7M at MTA Bus as a result of timing and a misclassification of security costs in Materials & Supplies; and \$0.8M at SIR for non-revenue vehicle expenses.
Professional Service Contracts	NR	10.7	35.7	The overall favorable result was primarily attributable to timing: \$5.6M at MTA HQ for IT hardware and software purchases and IT maintenance and consulting services; \$2.3M at NYCT primarily due to office-related expenses; \$1.6M at B&T for bond issuance costs and planning studies consultant fees; \$0.9M at the LIRR for a prior period adjustment of an inter-agency chargeback; and \$0.6M at MTA Bus mainly for the timing of inter-agency chargebacks.	40.0	25.1	The overall favorable result was primarily attributable to timing: \$40.6M at MTA HQ for IT hardware and software purchases, IT maintenance and data center expenses; \$5.0M at B&T for bond issuance costs, engineering services and planning studies consultant fees; \$3.4M at the LIRR for inter-agency chargebacks, homeless outreach, prior-period accrual adjustments and legal services; \$2.9M at MNR for engineering, training, legal services, audit services and advertising; and \$2.8M at MTA Bus mainly for the timing of inter-agency chargebacks. Partially offsetting these results was an unfavorable timing variance of (\$14.9M) at NYCT resulting from agency chargebacks for MTA IT consolidated services and office-related expenses.
Materials & Supplies	NR	3.6	7.9	The overall favorable variance was largely attributable to the timing of inventory/obsolescence adjustments, maintenance material requirements, and surplus/scrap sales -- \$3.3M at NYCT; miscellaneous inventory valuation adjustments -- \$1.6M at MNR; and lower expenses across a variety of small equipment and supply categories -- \$0.3M at B&T. These results were partly offset by an overrun reflecting timing and a misclassification of security costs, budgeted in Maintenance & Operating contracts -- (\$1.7M) at MTA Bus.	2.6	1.1	The overall favorable variance was attributable to the impact of lower material usage/running repair in car and wheel shops -- \$3.8M at the LIRR; the timing of inventory/obsolescence adjustments, maintenance material requirements, and surplus/scrap sales -- \$1.6M at NYCT; lower expenses across a variety of small equipment and supply categories -- \$0.6M at B&T; and the timing of maintenance material requirements -- \$0.6M at SIR. These results were partly offset by unfavorable outcomes resulting from timing and a misclassification of security costs, budgeted in Maintenance & Operating contracts -- (\$3.6M) at MTA Bus and the acceleration of Bridgeport derailment repairs on the New Haven Line, higher material usage for track infrastructure improvements and repairs due to inclement weather and the CSX derailment -- (\$0.4M) at MNR.

**METROPOLITAN TRANSPORTATION AUTHORITY  
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET  
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS  
MAY 2015  
(\$ in millions)**

Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable)		May	Favorable (Unfavorable)		YEAR-TO-DATE
		\$	%	Reason for Variance	\$	%	Reason for Variance
Other Business Expenses	NR	(2.6)	(18.0)	Timing was mainly responsible for unfavorable variances of (\$2.0M) at NYCT, (\$0.5M) at MNR and (\$0.3M) at the LIRR.	1.0	1.1	Timing was responsible for favorable variances of \$5.2M at MTA HQ, \$1.2M at FMTAC, \$0.6M at the LIRR and \$0.3M at B&T. These results were partially offset by an unfavorable variance of (\$4.1M) at MNR due to the asset write-off of two M-8 cars related to the Commerce Street collision and higher NJT subsidy payments, and timing was responsible for unfavorable variances of (\$1.7M) at NYCT and (\$0.4M) at MTA Bus.
Other Expense Adjustments	NR	1.2	33.6	Variance due to favorable timing differences in project completions.	5.6	31.7	Variance due to favorable timing differences in project completions.
Depreciation	NR	3.7	1.9	Timing differences in project completions and assets reaching beneficial use resulted in favorable variances of \$1.5M at the LIRR, \$1.0M at MTA HQ, \$0.8M at MNR, \$0.7M at NYCT, and \$0.3M at B&T, and an unfavorable variance of (\$0.6M) at MTA Bus.	10.4	1.1	Timing differences in project completions and assets reaching beneficial use resulted in favorable variances of \$7.4M at the LIRR, \$5.0M at MTA HQ, and \$3.4M at MNR, and unfavorable variances of (\$3.0M) at NYCT, and (\$2.9M) at MTA Bus.
Other Post-Employment Benefits	NR	0.7	2.1	The GASB adjustment reflects the value associated with the unfunded accrued liability for post employment health benefits. MTA HQ had a favorable variance of \$0.9M.	6.0	1.0	The GASB adjustment reflects the value associated with the unfunded accrued liability for post employment health benefits. MTA HQ had a favorable variance of \$6.7M, while NYCT and the LIRR were unfavorable by (\$0.5M) and (\$0.4M), respectively.
Environmental Remediation	NR	0.3	61.4	Favorable variance reflects overall lower costs approximating \$0.3M at MNR.	(2.2)	*	MNR was (\$2.2M) unfavorable due to the recognition of remediation costs for Harmon Shop improvements.
Capital & Other Reimbursements	R	35.4	22.1	Timing and additional project activity were mostly responsible for favorable variances of \$35.8M at NYCT, \$0.9M at the LIRR, \$0.7M at B&T and \$0.4M at MTA Bus, and an unfavorable variance of (\$1.8M) at MTACC.	41.0	6.1	Timing and additional project activity were mostly responsible for favorable variances of \$66.5M at NYCT and \$1.5M at B&T. These results were mostly offset by unfavorable variances of (\$14.3M) at MTA HQ, (\$7.7M) at MTACC, (\$3.4M) at MNR, (\$1.4M) at SIR, and (\$0.3M) at MTA Bus, that were also due to timing, as well as the impacts of inclement weather.
Payroll	R	(9.0)	(15.9)	Timing and additional project activity were responsible for an unfavorable variance of (\$10.1M) at NYCT, and timing resulted in a favorable variance of \$0.7M at MTACC. MTA HQ was \$0.6M favorable due to the timing of IT consolidation charges.	(10.5)	(4.3)	NYCT was (\$14.1M) unfavorable mostly due to timing and additional capital engineering requirements. The LIRR was (\$0.6M) unfavorable due to the timing of project activity. These results were partially offset by favorable variances of \$3.4M at MTA HQ due to the timing of IT consolidation charges and vacancies, and \$0.6M at SIR and \$0.3M at MTACC, both attributable to timing.
Overtime	R	(9.7)	(67.9)	The overage reflects the impact of higher Subway Capital Track Program requirements at NYCT (\$7.5M); higher capital project activity at the LIRR (\$0.9M); higher levels of work performed by MTA Police at MTA HQ (\$0.9M); and higher activity on the GCT Turnouts/Switch Renewal and Connecticut Track Programs at MNR (\$0.3M).	(31.5)	(64.6)	The overage mainly reflects the impact of higher Subway Capital Track Program requirements at NYCT (\$22.0M); higher levels of coverage provided by MTA Police at MTA HQ (\$4.0M); and higher project activity at the LIRR (\$3.3M) and MNR (\$2.1M).

**METROPOLITAN TRANSPORTATION AUTHORITY  
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET  
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS  
MAY 2015  
(\$ in millions)**

Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable)		May		Favorable (Unfavorable)		YEAR-TO-DATE	
		\$	%	Reason for Variance	\$	%	Reason for Variance		
Health and Welfare	R	(0.4)	(6.9)	The timing of project activity was responsible for an unfavorable variance of (\$0.5M) at the LIRR.	(1.7)	(7.0)	The timing of project activity was responsible for an unfavorable variance of (\$2.2M) at the LIRR. This result was partially offset by a favorable variance of \$0.3M at MTA CC primarily due to lower project activity.		
OPEB - Current Payment	R	0.1	10.1	Minor variance.	0.4	10.8	NYCT was \$0.4M favorable due to timing.		
Pensions	R	(2.5)	(60.2)	Timing was mainly responsible for unfavorable variances of (\$1.4M) at NYCT, (\$1.3M) at the LIRR and a favorable variance of \$0.3M at MTACC.	(7.7)	(42.1)	Timing was responsible for unfavorable variances of (\$5.7M) at the LIRR; (\$2.1M) at NYCT, and (\$0.5M) at MNR, and a favorable variance of \$0.5M at MTACC.		
Other Fringe Benefits	R	(6.4)	(35.2)	Higher direct overhead expenses resulting from salary and wage overruns were responsible for an unfavorable variance at NYCT of (\$6.8M). This result was partially offset by a favorable variance of \$0.3M at MTA CC due to lower project activity.	(11.3)	(15.0)	Higher direct overhead expenses resulting from salary and wage overruns were responsible for an unfavorable variance at NYCT of (\$12.8M). MNR was (\$0.8M) unfavorable, largely due to higher activity on GCT Turnouts, Cyclical Track Programs, and NHL Fleet and Bridge programs. These results were partially offset by favorable variances at MTA CC of \$1.1M due lower project activity and \$1.1M at MTA HQ due to the timing of IT consolidation charges and vacancies.		
Reimbursable Overhead	R	(9.8)	(26.3)	Reflects unfavorable outcomes due to lower project activity, (\$8.9M) at NYCT, (\$0.9M) at B&T, and (\$0.7M) at the LIRR, and the favorable timing of expense recovery billings, \$0.6M at MTA HQ.	(4.7)	(3.1)	Reflects unfavorable outcomes due to lower project activity, (\$12.0M) at NYCT, (\$2.3M) at the LIRR, and (\$1.3M) at B&T, partially offset by favorable outcomes due to the timing of expense recovery billings, \$10.5M at MTA HQ, and higher project activity, \$0.5M at SIR.		
Electric Power	R	(0.5)	*	The overage reflects prior period billing adjustments for Shore Line East service power utilization on the New Haven Line at MNR.	(0.5)	*	The overage reflects prior period billing adjustments for Shore Line East service power utilization on the New Haven Line at MNR.		
Insurance	R	0.2	21.2	Minor variance.	1.1	24.4	The LIRR was \$1.0M favorable due to lower project activity.		
Maintenance and Other Operating Contracts	R	0.2	4.4	The timing of project activity resulted in favorable variances of \$0.5M at the LIRR and \$0.4M at MNR, as well as the unfavorable variance of (\$0.7M) at NYCT.	(2.5)	(12.2)	The timing of project activity resulted in an unfavorable variance of (\$4.0M) at NYCT, as well as favorable variances of \$0.9M at the LIRR and \$0.5M at MNR.		
Professional Service Contracts	R	(0.9)	(21.6)	Timing was the overall cause for this variance: NYCT was (\$0.4M) unfavorable due to the timing of MTA chargebacks for IT expenses; MTA HQ was (\$0.4M) unfavorable due to IT and West Side Yard project activities; and the LIRR was (\$0.3M) unfavorable due to the timing of project activity.	3.0	13.1	Timing was the overall cause for this variance: MTA HQ was \$3.2M favorable related to IT and West Side Yard project activities; MTA CC was \$0.9M favorable due to MTA chargebacks and engineering and consulting services; and MNR was \$0.7M favorable due to the timing of project activity. Partially offsetting these results was an unfavorable variance of (\$1.6M) at NYCT due to the timing of MTA chargebacks for IT expenses.		

**METROPOLITAN TRANSPORTATION AUTHORITY  
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET  
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS  
MAY 2015  
(\$ in millions)**

Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable)		May		Favorable (Unfavorable)		YEAR-TO-DATE	
		\$	%	Reason for Variance		\$	%	Reason for Variance	
Materials & Supplies	R	0.2	1.6	Changes in project activity levels, maintenance material requirements, and the timing of payments contributed to the favorable results of \$2.4M at the LIRR and \$0.6M at MNR, as well as the unfavorable result of (\$2.9M) at NYCT.		14.9	25.4	Changes in project activity levels, maintenance material requirements, and the timing of payments contributed to favorable results of \$12.8M at the LIRR, \$5.9M at MNR, and \$0.3M at MTA Bus, as well as the unfavorable result of (\$4.1M) at NYCT.	
Other Business Expenses	R	3.1	*	Timing was responsible for favorable variances of \$2.9M at NYCT and \$0.3M at MTACC.		10.1	*	Timing was responsible for favorable variances of \$5.8M at NYCT and \$4.7M at MTACC, and an unfavorable variance of (\$0.5M) at the LIRR.	
Subsidies	NR	(57.0)	(13.8)	The unfavorable variance for the month of \$57.0 million was mainly due to accrual timing differences for PMT Replacement Funds (\$61.9 million), PMT (\$20.5 million), PBT (\$10.0 million) and City Subsidy to MTA Bus (\$4.1 million). This was offset by higher-than-forecasted Urban Tax revenues (\$41.6 million) due to strong real estate activity in NYC, and higher MRT-1 transactions (\$3.0 million) due to strong mortgage activity.		(31.6)	(0.9)	The YTD unfavorable variance of \$31.6 million was mainly due to accrual timing differences for PMT (\$75.9 million), PMT Replacement Funds (\$61.9 million), PBT (\$55.3 million), and CDOT (\$3.5 million, offset by higher-than-forecasted Urban Tax revenues (\$153.4 million) due to stronger-than-expected real estate activity in New York City and MRT-1 (\$13.8 million) due to strong mortgage activity.	
Debt Service	NR	(6.1)	(3.6)	Unfavorable variance of \$6.1 million primarily due to the reversal of April's timing of Transportation Revenue Bond deposits, which were offset by lower variable rates.		50.9	4.9	Favorable Year-to-Date variance of \$57.0 million is primarily due to lower variable rates and timing of deposits for Transportation Revenue Bonds.	

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Overtime Decomposition Report**  
**Adopted Budget vs. Actuals**  
**May 2015**

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 May 2015 (year-to-date).

**2015 OVERTIME REPORTING - PRELIMINARY MAY RESULTS (NON-REIMBURSABLE)**

**Month**

Total overtime was (\$1.7M), or (3%), unfavorable to the Adopted Budget.

*Vacancy/Absentee Coverage* was (\$2.3M) unfavorable due to coverage for signal maintainers, station agents, and bus operators and maintainers at NYCT, and vacancy coverage at MTA Bus and the LIRR.

*Programmatic/Routine Maintenance* was (\$1.8M) unfavorable primarily due to greater maintenance work for the over-age fleet at the department of buses and track maintenance at NYCT, as well as platform replacement at Belmont Park, timber installation, and high rail track inspections at the LIRR. Other contributors of the overrun include greater levels of work required by the aging bus fleet at MTA Bus.

*Other* was (\$0.9M) unfavorable, mostly due to timing at NYCT, the LIRR and B&T.

*Unscheduled Service* was \$1.5M favorable mostly due to the timing of reimbursable expenses in subways at NYCT and less coverage needed to maintain On-Time Performance at the LIRR.

**YTD**

Total overtime was (\$46.4M), or (17%) unfavorable to the Adopted Budget.

*Weather Emergencies* was (\$23.8M) unfavorable, reflecting preparation, coverage and clean-up costs associated with more significant than projected snowfall events and extreme temperatures in the first quarter.

*Vacancy/Absentee Coverage* was (\$22.8M) unfavorable, reflecting the impact of higher attrition and levels of absenteeism for signal maintainers, bus operators, and bus maintainers at NYCT (\$18.1M), vacancies in the Maintenance of Equipment department at the LIRR (\$2.8M), and greater vacancy coverage at MTA Bus (\$1.1M).

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Overtime Decomposition Report**  
**Adopted Budget vs. Actuals**  
**May 2015**

*Programmatic/Routine Maintenance* was (\$1.8M) unfavorable primarily due to the impact of the aging bus fleet on maintenance at MTA Bus, and an increase in Sperry activity, high rail track inspections, emergency replacement of concrete ties and platform replacement at Belmont park at the LIRR. This was partially offset by savings resulting from vacancies in bus maintainers at NYCT.

*Scheduled Service* was \$3.2M favorable, mostly due to higher employee availability caused by new graduates available for service at MNR, lower holiday overtime coverage required within the Maintenance of Equipment and Transportation departments at the LIRR, and vacancies/availability underruns at NYCT.

**Metropolitan Transportation Authority**  
**2015 February Financial Plan**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	May			May Year-to-Date		
	Adopted Budget	Actuals	Var. - Fav./(Unfav)	Adopted Budget	Actuals	Var. - Fav./(Unfav)
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	\$17.9	\$17.1	\$0.9 4.9%	\$89.7	\$86.5	\$3.2 3.6%
<u>Unscheduled Service</u>	\$9.8	\$8.3	\$1.5 15.1%	\$45.0	\$44.7	\$0.3 .7%
<u>Programmatic/Routine Maintenance</u>	\$12.5	\$14.3	(\$1.8) (14.3%)	\$75.0	\$76.8	(\$1.8) (2.4%)
<u>Unscheduled Maintenance</u>	\$0.2	\$0.1	\$0.0 22.7%	\$0.8	\$1.3	(\$0.6) (72.6%)
<u>Vacancy/Absentee Coverage</u>	\$6.8	\$9.1	(\$2.3) -33.6%	\$31.5	\$54.3	(\$22.8) -72.2%
<u>Weather Emergencies</u>	\$0.8	\$0.2	\$0.6 79.8%	\$20.6	\$44.4	(\$23.8) (115.3%)
<u>Safety/Security/Law Enforcement</u>	\$0.9	\$0.6	\$0.2 24.4%	\$4.0	\$4.5	(\$0.5) (13.3%)
<u>Other</u>	\$1.4	\$2.2	(\$0.9) -62.1%	\$7.1	\$7.6	(\$0.5) (6.7%)
Subtotal	\$50.2	\$51.9	(\$1.7) (3.4%)	\$273.7	\$320.2	(\$46.4) (17.0%)
<b>REIMBURSABLE OVERTIME</b>	\$14.3	\$24.0	(\$9.7)	\$48.7	\$80.3	(\$31.5)
<b>TOTAL OVERTIME</b>	<b>\$64.5</b>	<b>\$75.9</b>	<b>(\$11.4)</b>	<b>\$322.5</b>	<b>\$400.4</b>	<b>(\$78.0)</b>

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**  
**2015 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**  
**February Financial Plan - 2015 Adopted Budget**  
**Consolidated Accrual Subsidy Detail**  
**May 2015**  
(\$ in millions)

	Current Month			Year-to-Date		
	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance
<b>Accrued Subsidies:</b>						
<i><b>Dedicated Taxes</b></i>						
Mass Transportation Operating Assistance Fund (MMTOA)	\$0.0	-	-	\$1,563.9	1,563.9	0.0
Petroleum Business Tax	57.7	47.8	(10.0)	243.7	188.4	(55.3)
MRT 1 (Gross)	21.9	24.6	2.7	109.3	123.1	13.8
MRT 2 (Gross)	8.4	7.8	(0.6)	42.2	40.3	(1.9)
Other MRT(b) Adjustments	0.0	-	-	-2.0	-	2.0
Urban Tax	56.5	98.1	41.6	282.4	435.8	153.4
Investment Income	0.0	-	-	0.3	-	(0.3)
	<b>\$144.5</b>	<b>\$178.3</b>	<b>\$33.7</b>	<b>\$2,239.7</b>	<b>\$2,351.4</b>	<b>\$111.8</b>
<i><b>New State Taxes and Fees</b></i>						
Payroll Mobility Taxes	149.2	128.8	(20.5)	673.3	597.4	(75.9)
Payroll Mobility Tax Replacement Funds	61.9	-	(61.9)	61.9	-	(61.9)
MTA Aid Taxes <sup>1</sup>	-	-	-	71.6	69.8	(1.8)
	<b>\$211.1</b>	<b>\$128.8</b>	<b>(\$82.3)</b>	<b>\$806.7</b>	<b>\$667.2</b>	<b>(\$139.6)</b>
<i><b>State and Local Subsidies</b></i>						
NYS Operating Assistance	-	-	-	187.9	187.9	-
NYC and Local 18b:						
New York City	-	-	-	1.9	1.9	-
Nassau County	-	-	-	11.6	11.6	-
Suffolk County	-	-	-	7.5	7.5	-
Westchester County	-	-	-	7.3	7.3	-
Putnam County	-	-	-	0.4	0.4	-
Dutchess County	-	-	-	0.4	0.4	-
Orange County	-	-	-	0.1	0.1	-
Rockland County	-	-	-	0.0	0.0	-
CDOT Subsidies	12.1	8.3	(3.8)	60.3	56.9	(3.5)
Station Maintenance	13.9	13.3	(0.6)	69.7	67.4	(2.2)
	<b>\$26.0</b>	<b>\$21.6</b>	<b>(\$4.4)</b>	<b>\$347.2</b>	<b>\$341.5</b>	<b>(\$5.7)</b>
<b>Sub-total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$381.6</b>	<b>\$328.7</b>	<b>(\$52.9)</b>	<b>\$3,393.6</b>	<b>\$3,360.0</b>	<b>(\$33.5)</b>
City Subsidy to MTA Bus	30.0	25.9	(4.1)	165.3	167.2	2.0
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$411.6</b>	<b>\$354.6</b>	<b>(\$57.0)</b>	<b>\$3,558.8</b>	<b>\$3,527.3</b>	<b>(\$31.6)</b>
<i><b>Inter-Agency Subsidy Transactions</b></i>						
B&T Operating Surplus Transfer	62.4	64.3	2.0	216.1	243.5	27.4
	<b>\$62.4</b>	<b>\$64.3</b>	<b>\$2.0</b>	<b>\$216.1</b>	<b>\$243.5</b>	<b>\$27.4</b>
<b>Total Accrued Subsidies</b>	<b>\$474.0</b>	<b>\$418.9</b>	<b>(\$55.0)</b>	<b>\$3,774.9</b>	<b>\$3,770.8</b>	<b>(\$4.2)</b>

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

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2015 Adopted Budget**  
**Consolidated Accrual Subsidy Detail**  
**Explanation of Variances**  
(\$ in millions)

**May 2015**

Accrued Subsidies	Variance \$	Variance %	Explanations
Petroleum Business Tax	(10.0)	-17.2%	The unfavorable accrual variances for the month and year-to-date were primarily due to timing of booking of accruals by MTA Accounting.
MRT(b) 1 (Gross)	2.7	12.5%	MRT-1 transactions were above budget for the month and year-to-date due to stronger-than-expected MRT-1 activity.
MRT(b) 2 (Gross)	(0.6)	-7.5%	MRT-2 transactions were slightly below budget for the month and year-to-date due to weaker-than-expected MRT-2 activity..
Urban Tax	41.6	73.6%	The favorable variances for the month and year-to-date were primarily due to higher than budgeted real estate transactions in New York City.
Payroll Mobility Taxes	(20.5)	-13.7%	The unfavorable variances for the month and year-to-date were due to the timing of accruals by MTA Accounting.
Payroll Mobility Tax Replacement Funds	(61.9)	-100.0%	The unfavorable accrual variances for the month and year-to-date were due to timing. The payment was not made in May as expected and will be included with the June PMT payment.
CDOT Subsidies	(3.8)	-31.3%	The unfavorable variances for the month and year-to-date were due primarily to timing.
Station Maintenance	(0.6)	-4.2%	The unfavorable variances for the month and year-to-date were due primarily to timing.
City Subsidy to MTA Bus	(4.1)	-15.6%	Variance for the month was mostly timing related. The year-to-date transactions were close to the budget.
B&T Operating Surplus Transfer	2.0	3.1%	The favorable variances for the month and year-to-date were due to the timing of accruals.

**Year-to-Date**

Accrued Subsidies	Variance \$	Variance %	Explanations
Petroleum Business Tax	(55.3)	-22.7%	See explanation for the month.
MRT(b) 1 (Gross)	13.8	12.6%	See explanation for the month.
MRT(b) 2 (Gross)	(1.9)	-4.4%	See explanation for the month.
Urban Tax	153.4	54.3%	See explanation for the month.
Payroll Mobility Taxes	(75.9)	-11.3%	See explanation for the month.
Payroll Mobility Tax Replacement Funds	(61.9)	-100.0%	See explanation for the month.
CDOT Subsidies	(3.5)	-5.8%	See explanation for the month.
Station Maintenance	(2.2)	-3.2%	See explanation for the month.
City Subsidy to MTA Bus	2.0	0.6%	See explanation for the month.
B&T Operating Surplus Transfer	27.4	12.7%	See explanation for the month.

**METROPOLITAN TRANSPORTATION AUTHORITY  
FEBRUARY FIINANCIAL PLAN - ADOPTED BUDGET**

**DEBT SERVICE**

(\$ in millions)

May 2015

	<b>Adopted Budget</b>	<b>Actual</b>	<b>Variance</b>	<b>% Variance</b>	<b>Explanation</b>
Dedicated Tax Fund:					Reversal of prior period timing difference.
NYC Transit	\$12.6	\$10.1	\$2.5		
Commuter Railroads	1.5	2.2	(0.7)		
<i>Dedicated Tax Fund Subtotal</i>	\$14.1	\$12.3	\$1.8	13.0%	
MTA Transportation Revenue:					Reversal of prior period timing difference.
NYC Transit	\$54.2	\$67.7	(\$13.6)		
Commuter Railroads	40.5	42.3	(1.8)		
MTA Bus	1.7	1.8	(0.1)		
SIRTOA	0.0	0.0	0.0		
<i>MTA Transportation Subtotal</i>	\$96.4	\$111.9	(\$15.5)	-16.0%	
Commercial Paper:					Lower than budgeted variable rates.
NYC Transit	\$1.7	\$0.0	\$1.7		
Commuter Railroads	1.1	0.0	1.1		
MTA Bus	0.0	0.0	0.0		
<i>Commercial Paper Subtotal</i>	\$2.8	\$0.0	\$2.8	99.5%	
2 Broadway COPs:					
NYC Transit	\$1.6	\$1.7	(\$0.0)		
Bridges & Tunnels	0.2	0.2	(0.0)		
MTA HQ	0.2	0.2	(0.0)		
<i>2 Broadway COPs Subtotal</i>	\$2.1	\$2.1	(\$0.0)	-0.3%	
TBTA General Resolution (2)					Lower than budgeted variable rates.
NYC Transit	\$15.5	\$14.4	\$1.1		
Commuter Railroads	7.3	6.8	0.5		
Bridges & Tunnels	19.1	17.4	1.7		
<i>TBTA General Resolution Subtotal</i>	\$42.0	\$38.6	\$3.3	7.9%	
TBTA Subordinate (2)					Lower than budgeted variable rates.
NYC Transit	\$6.3	\$5.5	\$0.8		
Commuter Railroads	2.8	2.4	0.3		
Bridges & Tunnels	2.5	2.2	0.3		
<i>TBTA Subordinate Subtotal</i>	\$11.5	\$10.1	\$1.4	12.2%	
<b>Total Debt Service</b>	<b>\$169.0</b>	<b>\$175.1</b>	<b>(\$6.1)</b>	<b>-3.6%</b>	
Debt Service by Agency:					
NYC Transit	\$91.9	\$99.4	(\$7.5)		
SIRTOA	0.0	0.0	0.0		
Commuter Railroads	53.2	53.7	(0.5)		
MTA Bus	1.8	1.8	(0.1)		
Bridges & Tunnels	21.8	19.8	2.0		
MTAHQ	0.2	0.2	(0.0)		
<b>Total Debt Service</b>	<b>\$169.0</b>	<b>\$175.1</b>	<b>(\$6.1)</b>	<b>-3.6%</b>	

**Notes:**

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

**METROPOLITAN TRANSPORTATION AUTHORITY  
FEBRUARY FINANCIAL PLAN - ADOPTED BUDGET**

**DEBT SERVICE**

(\$ in millions)

May 2015 Year-to-Date

	<b>Adopted Budget</b>	<b>Actual</b>	<b>Variance</b>	<b>% Variance</b>	<b>Explanation</b>
Dedicated Tax Fund:					Reversal of prior period timing difference.
NYC Transit	\$130.4	\$120.1	\$10.3		
Commuter Railroads	25.7	25.9	(0.3)		
<i>Dedicated Tax Fund Subtotal</i>	\$156.1	\$146.0	\$10.1	6.4%	
MTA Transportation Revenue:					
NYC Transit	\$350.3	\$350.8	(\$0.6)		
Commuter Railroads	231.8	219.6	12.2		
MTA Bus	8.8	11.5	(2.7)		
SIRTOA	0.2	0.3	(0.0)		
<i>MTA Transportation Subtotal</i>	\$591.1	\$582.2	\$8.9	1.5%	
Commercial Paper:					Lower than budgeted variable rates.
NYC Transit	\$8.5	\$0.1	\$8.4		
Commuter Railroads	5.5	0.1	5.5		
MTA Bus	0.1	0.0	0.1		
<i>Commercial Paper Subtotal</i>	\$14.2	\$0.2	\$14.0	98.9%	
2 Broadway COPs:					
NYC Transit	\$8.2	\$8.2	\$0.0		
Bridges & Tunnels	1.2	1.2	0.0		
MTA HQ	1.1	1.1	0.0		
<i>2 Broadway COPs Subtotal</i>	\$10.5	\$10.5	\$0.0	0.0%	
TBTA General Resolution (2)					Lower than budgeted variable rates.
NYC Transit	\$77.6	\$73.3	\$4.4		
Commuter Railroads	36.5	34.4	2.1		
Bridges & Tunnels	95.7	88.4	7.2		
<i>TBTA General Resolution Subtotal</i>	\$209.8	\$196.2	\$13.7	6.5%	
TBTA Subordinate (2)					Same as above.
NYC Transit	\$31.3	\$29.0	\$2.3		
Commuter Railroads	13.8	12.8	1.0		
Bridges & Tunnels	12.4	11.5	0.9		
<i>TBTA Subordinate Subtotal</i>	\$57.5	\$53.2	\$4.2	7.4%	
<b>Total Debt Service</b>	<b>\$1,039.3</b>	<b>\$988.4</b>	<b>\$50.9</b>	<b>4.9%</b>	
Debt Service by Agency:					
NYC Transit	\$606.5	\$581.6	\$24.9		
SIRTOA	0.2	0.3	(0.0)		
Commuter Railroads	313.3	292.8	20.4		
MTA Bus	8.9	11.5	(2.5)		
Bridges & Tunnels	109.2	101.1	8.2		
MTAHQ	1.1	1.1	0.0		
<b>Total Debt Service</b>	<b>\$1,039.3</b>	<b>\$988.4</b>	<b>\$50.9</b>	<b>4.9%</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  
February Financial Plan - 2015 Adopted Budget  
Cash Subsidy Detail by Agency  
(\$ in millions)

May 2015

	NYC Transit			Commuter Railroads			SIR			MTA Bus			MTAHQ			TOTAL		
	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance
<b>Cash Subsidies:</b>																		
<b>Dedicated Taxes</b>																		
MMTOA <sup>(1)</sup>	\$100.6	100.6	0.0	\$51.0	51.0	0.0	\$0.4	0.4	0.0	\$0.0	\$0.0	0.0	\$0.0	\$0.0	0.0	\$152.0	\$152.0	0.0
Petroleum Business Tax	40.1	40.6	0.5	7.1	7.2	0.1	-	-	-	-	-	-	-	-	-	47.2	47.8	0.6
MRT <sup>(2)</sup> 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	21.9	25.9	4.0	21.9	25.9	4.0
MRT <sup>(2)</sup> 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	8.4	8.4	(0.0)	8.4	8.4	(0.0)
Other MRT <sup>(2)</sup> Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Urban Tax	56.5	93.7	37.2	-	-	-	-	-	-	-	-	-	-	-	-	56.5	93.7	37.2
Investment Income	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
	<b>\$197.2</b>	<b>\$235.0</b>	<b>\$37.8</b>	<b>\$58.1</b>	<b>\$58.2</b>	<b>\$0.1</b>	<b>\$0.4</b>	<b>\$0.4</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$30.3</b>	<b>\$34.3</b>	<b>\$4.0</b>	<b>\$285.9</b>	<b>\$327.8</b>	<b>\$41.9</b>
<b>New State Taxes and Fees</b>																		
Payroll Mobility Tax	104.9	90.5	(14.4)	44.3	38.2	(6.1)	-	-	-	-	-	-	-	-	-	149.2	128.8	(20.5)
Payroll Mobility Tax Replacement Funds	43.5	-	(43.5)	18.4	-	(18.4)	-	-	-	-	-	-	-	-	-	61.9	0.0	(61.9)
MTA Aid <sup>(3)</sup>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
	<b>\$148.4</b>	<b>\$90.5</b>	<b>(\$57.9)</b>	<b>\$62.7</b>	<b>\$38.2</b>	<b>(\$24.4)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$211.1</b>	<b>\$128.8</b>	<b>(\$82.3)</b>
<b>State and Local Subsidies</b>																		
NYS Operating Assistance	39.5	39.5	-	7.3	7.3	-	0.1	0.1	-	-	-	-	-	-	-	47.0	47.0	0.0
NYC and Local 18b:																		
New York City	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Nassau County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Suffolk County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Westchester County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Putnam County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Dutchess County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Orange County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Rockland County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
CDOT Subsidies	-	-	-	8.1	9.7	1.5	-	-	-	-	-	-	-	-	-	8.1	9.7	1.5
Station Maintenance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Inter-Agency Loan	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
NYCT Charge Back of MTA Bus Debt Service	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Pay-As-You Go Capital	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
	<b>\$39.5</b>	<b>\$39.5</b>	<b>\$0.0</b>	<b>\$15.5</b>	<b>\$17.0</b>	<b>\$1.5</b>	<b>\$0.1</b>	<b>\$0.1</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$55.1</b>	<b>\$56.7</b>	<b>\$1.5</b>
<b>Sub-total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$385.1</b>	<b>\$365.0</b>	<b>(\$20.1)</b>	<b>\$136.2</b>	<b>\$113.4</b>	<b>(\$22.8)</b>	<b>\$0.5</b>	<b>\$0.5</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$30.3</b>	<b>\$34.3</b>	<b>\$4.0</b>	<b>\$552.1</b>	<b>\$513.2</b>	<b>(\$38.9)</b>
City Subsidy to MTA Bus	-	-	-	-	-	-	-	-	-	\$18.5	18.5	-	-	-	-	18.5	18.5	0.0
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$385.1</b>	<b>\$365.0</b>	<b>(\$20.1)</b>	<b>\$136.2</b>	<b>\$113.4</b>	<b>(\$22.8)</b>	<b>\$0.5</b>	<b>\$0.5</b>	<b>\$0.0</b>	<b>\$18.5</b>	<b>\$18.5</b>	<b>\$0.0</b>	<b>\$30.3</b>	<b>\$34.3</b>	<b>\$4.0</b>	<b>\$570.6</b>	<b>\$531.7</b>	<b>(\$38.9)</b>
<b>Inter-Agency Subsidy Transactions</b>																		
B&T Operating Surplus Transfer	19.4	27.8	8.5	28.1	36.5	8.4	-	-	-	-	-	-	-	-	-	47.5	64.3	16.8
	<b>\$19.4</b>	<b>\$27.8</b>	<b>\$8.5</b>	<b>\$28.1</b>	<b>\$36.5</b>	<b>\$8.4</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$47.5</b>	<b>\$64.3</b>	<b>\$16.8</b>
<b>Total Cash Subsidies</b>	<b>\$404.5</b>	<b>\$392.9</b>	<b>(\$11.6)</b>	<b>\$164.4</b>	<b>\$149.9</b>	<b>(\$14.4)</b>	<b>\$0.5</b>	<b>\$0.5</b>	<b>\$0.0</b>	<b>\$18.5</b>	<b>\$18.5</b>	<b>\$0.0</b>	<b>\$30.3</b>	<b>\$34.3</b>	<b>\$4.0</b>	<b>\$618.1</b>	<b>\$596.1</b>	<b>(\$22.1)</b>

<sup>1</sup> Metropolitan Mass Transportation Operating Assistance Fund

<sup>2</sup> License, Vehicle Registration, Taxi and Auto Rental Fees

Note: Differences are due to rounding.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2015 Adopted Budget**  
**Cash Subsidy Detail by Agency**  
(\$ in millions)

Year-to-Date

	NYC Transit			Commuter Railroads			SIR			MTA Bus			MTAHQ			TOTAL		
	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance
<b>Cash Subsidies:</b>																		
<b>Dedicated Taxes</b>																		
MMTOA <sup>(a)</sup>	\$100.6	\$100.6	\$0.0	\$51.0	51.0	\$0.0	\$0.4	0.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$152.0	\$152.0	\$0.0	
Petroleum Business Tax	199.5	211.9	12.3	35.2	37.4	2.2	-	-	-	-	-	-	-	-	234.7	249.2	14.5	
MRT <sup>(b)</sup> 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	109.3	128.3	19.0	109.3	128.3	19.0	
MRT <sup>(b)</sup> 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	42.2	41.4	(0.8)	42.2	41.4	(0.8)	
Other MRT <sup>(b)</sup> Adjustments	-	-	-	-	-	-	-	-	-	-	-	(1.3)	-	1.3	(1.3)	0.0	1.3	
Urban Tax	282.4	431.9	149.6	-	-	-	-	-	-	-	-	-	-	-	282.4	431.9	149.6	
Investment Income	-	-	-	0.3	(0.3)	-	-	-	-	-	-	-	-	-	0.3	0.0	(0.3)	
	<b>\$582.5</b>	<b>\$744.5</b>	<b>\$161.9</b>	<b>\$86.5</b>	<b>\$88.4</b>	<b>\$1.9</b>	<b>\$0.4</b>	<b>\$0.4</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$150.2</b>	<b>\$169.7</b>	<b>\$19.5</b>	<b>\$819.6</b>	<b>\$1,002.9</b>	<b>\$183.3</b>	
<b>New State Taxes and Fees</b>																		
Payroll Mobility Tax	473.3	471.9	(1.4)	200.0	199.4	(0.6)	-	-	-	-	-	-	-	-	673.3	671.3	(2.0)	
Payroll Mobility Tax Replacement Funds	43.5	-	(43.5)	18.4	-	(18.4)	-	-	-	-	-	-	-	-	61.9	0.0	(61.9)	
MTA Aid <sup>(c)</sup>	50.3	47.6	(2.8)	21.3	20.7	(0.6)	-	-	-	-	-	-	-	-	71.6	68.3	(3.3)	
	<b>\$567.1</b>	<b>\$519.5</b>	<b>(\$47.6)</b>	<b>\$239.6</b>	<b>\$220.1</b>	<b>(\$19.5)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$806.7</b>	<b>\$739.6</b>	<b>(\$67.2)</b>	
<b>State and Local Subsidies</b>																		
NYS Operating Assistance	39.5	39.5	-	7.3	7.3	-	0.1	0.1	-	-	-	-	-	-	47.0	47.0	-	
NYC and Local 18b:																		
New York City	-	-	-	0.5	(0.5)	-	-	-	-	-	-	-	-	-	0.5	0.0	(0.5)	
Nassau County	-	-	-	2.9	2.9	0.0	-	-	-	-	-	-	-	-	2.9	2.9	0.0	
Suffolk County	-	-	-	1.9	1.9	(0.0)	-	-	-	-	-	-	-	-	1.9	1.9	(0.0)	
Westchester County	-	-	-	1.8	3.7	1.8	-	-	-	-	-	-	-	-	1.8	3.7	1.8	
Putnam County	-	-	-	0.1	0.2	0.1	-	-	-	-	-	-	-	-	0.1	0.2	0.1	
Dutchess County	-	-	-	0.1	0.1	(0.0)	-	-	-	-	-	-	-	-	0.1	0.1	(0.0)	
Orange County	-	-	-	0.0	0.1	0.0	-	-	-	-	-	-	-	-	0.0	0.1	0.0	
Rockland County	-	-	-	0.0	0.0	0.0	-	-	-	-	-	-	-	-	0.0	0.0	0.0	
CDOT Subsidies	-	-	-	62.1	49.1	(13.0)	-	-	-	-	-	-	-	-	62.1	49.1	(13.0)	
Station Maintenance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	-	
Inter-Agency Loan	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	-	
NYCT Charge Back of MTA Bus Debt Service	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	-	
Pay-As-You Go Capital	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	-	
	<b>\$39.5</b>	<b>\$39.5</b>	<b>\$0.0</b>	<b>\$76.7</b>	<b>\$65.3</b>	<b>(\$11.4)</b>	<b>\$0.1</b>	<b>\$0.1</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$116.4</b>	<b>\$104.9</b>	<b>(\$11.4)</b>	
<b>Sub-total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$1,189.2</b>	<b>\$1,303.5</b>	<b>\$114.3</b>	<b>\$402.8</b>	<b>\$373.7</b>	<b>(\$29.1)</b>	<b>\$0.5</b>	<b>\$0.5</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$150.2</b>	<b>\$169.7</b>	<b>\$19.5</b>	<b>\$1,742.7</b>	<b>\$1,847.4</b>	<b>\$104.7</b>	
City Subsidy to MTA Bus	-	-	-	-	-	-	-	-	-	\$158.5	92.5	(\$66.0)	-	-	158.5	92.5	(\$66.0)	
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$1,189.2</b>	<b>\$1,303.5</b>	<b>\$114.3</b>	<b>\$402.8</b>	<b>\$373.7</b>	<b>(\$29.1)</b>	<b>\$0.5</b>	<b>\$0.5</b>	<b>\$0.0</b>	<b>\$158.5</b>	<b>\$92.5</b>	<b>(\$66.0)</b>	<b>\$150.2</b>	<b>\$169.7</b>	<b>\$19.5</b>	<b>\$1,901.2</b>	<b>\$1,939.9</b>	<b>\$38.7</b>
<b>Inter-Agency Subsidy Transactions</b>																		
B&T Operating Surplus Transfer	76.0	105.6	29.6	121.4	158.2	36.8	-	-	-	-	-	-	-	-	197.4	263.8	66.4	
	<b>\$76.0</b>	<b>\$105.6</b>	<b>\$29.6</b>	<b>\$121.4</b>	<b>\$158.2</b>	<b>\$36.8</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$197.4</b>	<b>\$263.8</b>	<b>\$66.4</b>	
																	<b>0.0</b>	
<b>Total Cash Subsidies</b>	<b>\$1,265.3</b>	<b>\$1,409.1</b>	<b>\$143.8</b>	<b>\$524.1</b>	<b>\$531.9</b>	<b>\$7.8</b>	<b>\$0.5</b>	<b>\$0.5</b>	<b>\$0.0</b>	<b>\$158.5</b>	<b>\$92.5</b>	<b>(\$66.0)</b>	<b>\$150.2</b>	<b>\$169.7</b>	<b>\$19.5</b>	<b>\$2,098.6</b>	<b>\$2,203.7</b>	<b>\$105.1</b>

<sup>(a)</sup> Metropolitan Mass Transportation Operating Assistance Fund  
<sup>(b)</sup> License, Vehicle Registration, Taxi and Auto Rental Fees  
Note: Differences are due to rounding.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2015 Adopted Budget**  
**Consolidated Subsidy Cash**  
**Explanation of Variances**  
(\$ in millions)

**May 2015**

Cash Subsidies	Variance \$	Variance %	Explanations
MRT <sup>(b)</sup> 1 (Gross)	4.0	18.5%	The variances were above the budget for the month and YTD due to better-than-expected MRT-1 cash receipts.
Urban Tax	37.2	65.9%	Urban Tax receipts were favorable due to stronger-than-expected real estate activity in NYC for the month and YTD.
Payroll Mobility Tax	(20.5)	-13.7%	Payroll Mobility Tax receipts were below the budget for the month due to timing of receipt of payment from the State. The YTD variance was very close to the budget.
Payroll Mobility Tax Replacement Funds	(61.9)	-100.0%	Payroll Mobility Tax Replacement receipts were below the budget for the month due to timing. The payment was not made in May as expected and will be included with the June PMT payment.
CDOT Subsidies	1.5	19.0%	The favorable variance for the month was primarily due to timing. The year-to-date variance continued to be unfavorable also due to timing.
B&T Operating Surplus Transfer	16.8	35.4%	The favorable variances for the month and YTD were due to timing.

**Year-to-Date**

Cash Subsidies	Variance \$	Variance %	Explanations
Petroleum Business Tax	14.5	6.2%	The favorable year-to-date variance was partially due to the non-seasonal nature of PBT receipts as monthly forecasts are based on prior year experience.
MRT <sup>(b)</sup> 1 (Gross)	19.0	17.4%	See explanation for the month.
Urban Tax	149.6	53.0%	See explanation for the month.
Payroll Mobility Tax	(2.0)	-0.3%	See explanation for the month.
Payroll Mobility Tax Replacement Funds	(61.9)	-100.0%	See explanation for the month.
MTA Aid <sup>(c)</sup>	(3.3)	-4.6%	MTA Aid receipts were below the budget for the first quarter of the year. Some of this may be due to timing as 2014 ended \$2.1 million favorable. The next quarterly payment is scheduled for June 2015.
CDOT Subsidies	(13.0)	-20.9%	See explanation for the month.
City Subsidy to MTA Bus	(66.0)	-41.6%	The unfavorable year-to-date variance was mostly timing related. Drawdowns are related to the timing of cash obligations for MTA Bus.
B&T Operating Surplus Transfer	66.4	33.6%	See explanation for the month.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2015 Adopted Budget**  
**Total Positions by Function and Agency**  
**May 2015**

Function/Agency	Adopted Budget	Actual	Variance Favorable/ (Unfavorable)
<b>Administration</b>	<b>4,544</b>	<b>4,222</b>	<b>322</b>
NYC Transit	1,344	1,443	(99)
Long Island Rail Road	532	493	39
Metro-North Railroad	497	432	65
Bridges & Tunnels	93	86	7
Headquarters	1,895	1,629	266
Staten Island Railway	25	22	3
Capital Construction Company	17	14	3
Bus Company	141	103	38
<b>Operations</b>	<b>30,151</b>	<b>29,898</b>	<b>253</b>
NYC Transit	22,576	22,552	24
Long Island Rail Road	2,420	2,392	28
Metro-North Railroad	1,840	1,824	16
Bridges & Tunnels	757	577	180
Headquarters	-	-	-
Staten Island Railway	103	109	(6)
Capital Construction Company	-	-	-
Bus Company	2,455	2,444	11
<b>Maintenance</b>	<b>31,012</b>	<b>30,556</b>	<b>457</b>
NYC Transit	21,381	21,239	142
Long Island Rail Road	4,079	3,953	126
Metro-North Railroad	3,935	3,797	139
Bridges & Tunnels	367	336	31
Headquarters	-	-	-
Staten Island Railway	155	149	6
Capital Construction Company	-	-	-
Bus Company	1,095	1,082	13
<b>Engineering/Capital</b>	<b>1,973</b>	<b>1,914</b>	<b>59</b>
NYC Transit	1,319	1,349	(30)
Long Island Rail Road	134	123	11
Metro-North Railroad	110	94	16
Bridges & Tunnels	225	193	32
Headquarters	-	-	-
Staten Island Railway	26	19	7
Capital Construction Company	122	111	11
Bus Company	37	25	12
<b>Public Safety</b>	<b>1,725</b>	<b>1,675</b>	<b>50</b>
NYC Transit	634	628	6
Long Island Rail Road	-	-	-
Metro-North Railroad	-	-	-
Bridges & Tunnels	267	266	1
Headquarters	806	765	41
Staten Island Railway	-	-	-
Capital Construction Company	-	-	-
Bus Company	18	16	2
<b>Total Positions</b>	<b>69,405</b>	<b>68,264</b>	<b>1,141</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2015 Adopted Budget**  
**Total Positions by Function and Agency**  
**May 2015**

Category	Adopted Budget	Actual	Variance Favorable/
<b>Total Positions</b>	<b>69,405</b>	<b>68,264</b>	<b>1,141</b>
NYC Transit	47,254	47,211	43
Long Island Rail Road	7,165	6,961	204
Metro-North Railroad	6,382	6,146	236
Bridges & Tunnels	1,709	1,458	251
Headquarters	2,701	2,394	307
Staten Island Railway	309	299	10
Capital Construction Company	139	125	14
Bus Company	3,746	3,670	76
<b>Non-reimbursable</b>	<b>62,449</b>	<b>60,508</b>	<b>1,941</b>
NYC Transit	42,469	41,138	1,331
Long Island Rail Road	6,072	6,069	3
Metro-North Railroad	5,727	5,730	(3)
Bridges & Tunnels	1,622	1,371	251
Headquarters	2,571	2,287	284
Staten Island Railway	280	277	3
Capital Construction Company	-	-	-
Bus Company	3,708	3,636	72
<b>Reimbursable</b>	<b>6,955</b>	<b>7,756</b>	<b>(801)</b>
NYC Transit	4,785	6,073	(1,288)
Long Island Rail Road	1,093	892	201
Metro-North Railroad	654	416	238
Bridges & Tunnels	87	87	-
Headquarters	130	107	23
Staten Island Railway	29	22	7
Capital Construction Company	139	125	14
Bus Company	38	34	4
<b>Total Full Time</b>	<b>69,249</b>	<b>67,983</b>	<b>1,266</b>
NYC Transit	47,114	46,945	169
Long Island Rail Road	7,165	6,961	204
Metro-North Railroad	6,381	6,145	236
Bridges & Tunnels	1,709	1,458	251
Headquarters	2,701	2,394	307
Staten Island Railway	309	299	10
Capital Construction Company	139	125	14
Bus Company	3,731	3,656	75
<b>Total Full-Time Equivalent</b>	<b>156</b>	<b>281</b>	<b>(125)</b>
NYC Transit	140	266	(126)
Long Island Rail Road	-	-	-
Metro-North Railroad	1	1	-
Bridges & Tunnels	-	-	-
Headquarters	-	-	-
Staten Island Railway	-	-	-
Capital Construction Company	-	-	-
Bus Company	15	14	1

Note: Totals may differ due to rounding

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2015 Adopted Budget**  
**Total Positions by Function and Occupational Group**  
**May 2015**

<b>FUNCTION/OCCUPATIONAL GROUP</b>	<b>Adopted Budget</b>	<b>Actual</b>	<b>Variance Favorable/ (Unfavorable)</b>
<b>Administration</b>	<b>4,544</b>	<b>4,222</b>	<b>322</b>
Managers/Supervisors	1,849	1,394	456
Professional, Technical, Clerical	2,712	2,807	(95)
Operational Hourlies	(17)	22	(39)
<b>Operations</b>	<b>30,151</b>	<b>29,898</b>	<b>253</b>
Managers/Supervisors	3,516	3,420	96
Professional, Technical, Clerical	1,017	997	21
Operational Hourlies	25,618	25,481	137
<b>Maintenance</b>	<b>31,012</b>	<b>30,556</b>	<b>457</b>
Managers/Supervisors	5,480	5,324	156
Professional, Technical, Clerical	1,867	1,840	27
Operational Hourlies	23,666	23,392	274
<b>Engineering/Capital</b>	<b>1,973</b>	<b>1,914</b>	<b>59</b>
Managers/Supervisors	552	522	30
Professional, Technical, Clerical	1,399	1,376	23
Operational Hourlies	22	16	6
<b>Public Safety</b>	<b>1,725</b>	<b>1,675</b>	<b>50</b>
Managers/Supervisors	472	453	19
Professional, Technical, Clerical	148	128	20
Operational Hourlies	1,105	1,094	11
<b>Total Positions</b>	<b>69,405</b>	<b>68,264</b>	<b>1,141</b>
Managers/Supervisors	11,869	11,112	756
Professional, Technical, Clerical	7,143	7,147	(4)
Operational Hourlies	50,394	50,005	388

(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:	06/01/15	06/01/15	06/01/15	01/01/15	01/01/15	01/01/15
To Date:	06/30/15	06/30/15	06/30/15	06/30/15	06/30/15	06/30/15
<b>Opening Balance</b>	-\$305.076	\$130.401	-\$174.675	-\$65.096	\$169.079	\$103.983
<b>RECEIPTS</b>						
Interest Earnings	-0.026	0.012	-0.014	-0.081	0.106	0.025
<b>New York State</b>						
State and regional mass transit taxes - MMTOA	46.552	91.720	138.272	97.552	192.720	290.272
MTTF	7.266	41.172	48.438	44.652	253.029	297.682
Total Dedicated Taxes Received	53.818	132.892	186.710	142.204	445.749	587.954
Less DTF Debt Service	6.436	29.822	36.258	32.358	149.931	182.289
Net Dedicated Taxes for Operations	47.381	103.070	150.452	109.846	295.818	405.664
Payroll Mobility Tax	39.693	67.305	106.998	224.490	537.952	762.442
MTA Aid Trust Taxes	0.000	0.000	0.000	26.525	43.278	69.803
Operating Assistance - 18b	0.000	0.000	0.000	7.313	39.668	46.981
NYC School Fares	0.000	45.000	45.000	0.000	45.000	45.000
NYS School Fares	0.000	0.000	0.000	0.000	6.313	6.313
Additional Mass Transp Operating Assistance	0.000	n/a	0.000	0.000	n/a	0.000
Total - New York State	\$87.075	\$215.375	\$302.450	\$368.174	\$968.029	\$1,336.203
<b>Local</b>						
Dutchess County						
Operating Assistance - 18b	\$0.095	n/a	\$0.095	\$0.190	n/a	\$0.190
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Nassau County						
Operating Assistance - 18b	2.896	n/a	2.896	5.792	n/a	5.792
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
New York City						
Operating Assistance - 18b	0.000	0.000	0.000	0.000	0.000	0.000
Urban - Real Property & Mortgage Recording Tax	n/a	96.065	96.065	n/a	528.012	528.012
Additional Assistance New York City	n/a	0.000	0.000	n/a	0.000	0.000
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Orange County						
Operating Assistance - 18b	0.000	n/a	0.000	0.073	n/a	0.073
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Putnam County						
Operating Assistance - 18b	0.000	n/a	0.000	0.190	n/a	0.190
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Rockland County						
Operating Assistance - 18b	0.007	n/a	0.007	0.022	n/a	0.022
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Sulfolk County						
Operating Assistance - 18b	0.000	n/a	0.000	1.879	n/a	1.879
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Westchester County						
Operating Assistance - 18b	0.000	n/a	0.000	3.671	n/a	3.671
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Total - Local	\$2.998	\$96.065	\$99.063	\$11.818	\$528.012	\$539.830

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(millions)

	<u>Current Month Stabilization Fund</u>			<u>Year to Date Stabilization Fund</u>		
	<u>Commuter</u>	<u>Transit</u>	<u>Total</u>	<u>Commuter</u>	<u>Transit</u>	<u>Total</u>
	<u>(General Fd)</u>	<u>(TA Stab)</u>		<u>(General Fd)</u>	<u>(TA Stab)</u>	
From Date:	06/01/15	06/01/15	06/01/15	01/01/15	01/01/15	01/01/15
To Date:	06/30/15	06/30/15	06/30/15	06/30/15	06/30/15	06/30/15
<b><u>MTA Bridges and Tunnels- Surplus Transfers</u></b>	40.034	31.338	71.372	198.207	136.961	335.168
Total Subsidy and Other Receipts	\$130.107	\$342.778	\$472.885	\$578.199	\$1,633.002	\$2,211.201
<b><u>MTA Sources for Interagency Loans</u></b>						
B&T Necessary Reconstruction Reserve	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
MTA Capital Program - Non-Resolution Funds	0.000	0.000	0.000	0.000	0.000	0.000
MRT-2 Corporate Account	0.000	0.000	0.000	0.000	0.000	0.000
2012 OPEB Loan	0.000	0.000	0.000	0.000	0.000	0.000
Total Loans	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Receipts and Loans Received</b>	<b>\$130.081</b>	<b>\$342.790</b>	<b>\$472.871</b>	<b>\$578.118</b>	<b>\$1,633.108</b>	<b>\$2,211.226</b>

Continued on Next Page

Continued on Next Page

(millions)

	<u>Current Month Stabilization Fund</u>			<u>Year to Date Stabilization Fund</u>		
	<u>Commuter (General Fd)</u>	<u>Transit (TA Stab)</u>	<u>Total</u>	<u>Commuter (General Fd)</u>	<u>Transit (TA Stab)</u>	<u>Total</u>
From Date:	06/01/15	06/01/15	06/01/15	01/01/15	01/01/15	01/01/15
To Date:	06/30/15	06/30/15	06/30/15	06/30/15	06/30/15	06/30/15
<b><u>Brought forward from prior page</u></b>						
Opening Balance	-\$305.076	\$130.401	-\$174.675	-\$65.096	\$169.079	\$103.983
Total Receipts and Loans Received	130.081	342.790	472.871	578.118	1,633.108	2,211.226
Total Cash and Receipts Available	-\$174.995	\$473.191	\$298.196	\$513.022	\$1,802.187	\$2,315.209
<b><u>DISBURSEMENTS</u></b>						
<b><u>Revenue Supported Debt Service</u></b>	44.621	72.462	117.083	266.857	436.268	703.126
<b><u>Agency Operations</u></b>						
MTA Long Island Railroad	41.030	0.000	41.030	324.554	0.000	324.554
MTA Metro-North Rail Road	69.443	0.000	69.443	251.700	0.000	251.700
MTA New York City Transit	0.000	302.542	302.542	0.000	1,267.732	1,267.732
MTA NYCT for SIRTOA	0.000	0.790	0.790	0.000	0.790	0.790
Capital Program Contribution	0.000	0.000	0.000	0.000	0.000	0.000
Forward Energy Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Capital Security Account	0.000	0.000	0.000	0.000	0.000	0.000
Total Debt Service and Operations	\$155.094	\$375.794	\$530.889	\$843.111	\$1,704.790	\$2,547.902
<b><u>Repayment of Interagency Loans</u></b>						
B&T Necessary Reconstruction Reserve	0.000	0.000	0.000	0.000	0.000	0.000
MTA Capital Program - Non-Resolution Funds	0.000	0.000	0.000	0.000	0.000	0.000
MRT-2 Corporate Account	0.000	0.000	0.000	0.000	0.000	0.000
2012 OPEB Loan	0.000	0.000	0.000	0.000	0.000	0.000
Total Loans Payback	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Disbursements	\$155.094	\$375.794	\$530.889	\$843.111	\$1,704.790	\$2,547.902
<b><u>STABILIZATION FUND BALANCE</u></b>	<b>-\$330.089</b>	<b>\$97.397</b>	<b>-\$232.693</b>	<b>-\$330.089</b>	<b>\$97.397</b>	<b>-\$232.693</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	100.000	100.000	0.000	100.000	100.000
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	\$100.000	\$100.000	\$0.000	\$100.000	\$100.000
<b><u>End of Month NYCT Operating Fund borrowing from MTA Invest Pool not included in Ending Loan Balances above</u></b>	n/a	-\$81.875	-\$81.875	n/a	-\$81.875	-\$81.875
<b><u>Total Loan Balances (including negative Operating and Stabilization Fund Balances)</u></b>				\$330.089	\$18.125	\$348.214

**METROPOLITAN TRANSPORTATION AUTHORITY  
FAREBOX RECOVERY AND FAREBOX OPERATING RATIOS  
2015 ADOPTED BUDGET AND ACTUALS  
MAY 2015**

<b>FAREBOX RECOVERY RATIOS</b>		
	<b>2015 <u>Adopted Budget</u></b>	<b>2015 <u>YTD Actual</u></b>
New York City Transit	37.7%	42.2%
Staten Island Railway	10.5%	11.7%
Long Island Rail Road	31.1%	31.3%
Metro-North Railroad	41.3%	44.0%
Bus Company	<u>27.8%</u>	<u>27.1%</u>
<b>MTA Agency Average</b>	<b>36.7%</b>	<b>39.9%</b>

<b>FAREBOX OPERATING RATIOS</b>		
	<b>2015 <u>Adopted Budget</u></b>	<b>2015 <u>YTD Actual</u></b>
New York City Transit	60.1%	64.4%
Staten Island Railway	14.6%	16.4%
Long Island Rail Road	47.7%	47.3%
Metro-North Railroad	62.9%	59.5%
Bus Company	<u>35.3%</u>	<u>34.8%</u>
<b>MTA Agency Average</b>	<b>57.0%</b>	<b>59.3%</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.



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 May, 2015

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**

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Tuesday, July 14, 2015

# Metropolitan Transportation Authority

May

Revenue Passengers	2013	2014	Percent Change	2015	Percent Change
<b>MTA New York City Transit</b>	211,398,239	212,847,982	0.69%	208,473,060	-2.06%
MTA New York City Subway	150,755,402	152,868,196	1.40%	151,379,078	-0.97%
MTA New York City Bus	60,642,837	59,979,786	-1.09%	57,093,982	-4.81%
<b>MTA Staten Island Railway</b>	381,077	385,989	1.29%	389,417	0.89%
<b>MTA Long Island Rail Road</b>	7,112,429	7,250,532	1.94%	7,262,655	0.17%
<b>MTA Metro-North Railroad</b>	7,198,299	7,169,671	-0.40%	7,177,702	0.11%
<i>East of Hudson</i>	7,061,066	7,028,443	-0.46%	7,034,780	0.09%
Harlem Line	2,326,618	2,295,131	-1.35%	2,288,053	-0.31%
Hudson Line	1,396,805	1,381,606	-1.09%	1,380,142	-0.11%
New Haven Line	3,337,643	3,351,706	0.42%	3,366,585	0.44%
<i>West of Hudson</i>	137,233	141,228	2.91%	142,922	1.20%
Port Jervis Line	85,089	85,895	0.95%	86,116	0.26%
Pascack Valley Line	52,144	55,333	6.12%	56,806	2.66%
<b>MTA Bus Company</b>	11,257,915	11,192,859	-0.58%	10,877,950	-2.81%
<b>MTA Bridges &amp; Tunnels</b>	25,045,252	25,668,919	2.49%	26,487,678	3.19%
<b>Total All Agencies</b>	<b>237,347,958</b>	<b>238,847,033</b>	<b>0.63%</b>	<b>234,180,784</b>	<b>-1.95%</b>
(Excludes Bridges & Tunnels)					
Weekdays:	22	21		20	
Holidays:	1	1		1	
Weekend Days:	8	9		10	
Days	31	31		31	

Tuesday, July 14, 2015

# Metropolitan Transportation Authority

May

Revenue Passengers Year to Date	2013	2014	Percent Change	2015	Percent Change
<b>MTA New York City Transit</b>	991,169,109	991,570,916	0.04%	986,231,775	-0.54%
MTA New York City Subway	704,973,709	716,120,146	1.58%	719,392,184	0.46%
MTA New York City Bus	286,195,399	275,450,770	-3.75%	266,839,590	-3.13%
<b>MTA Staten Island Railway</b>	1,770,922	1,792,328	1.21%	1,807,256	0.83%
<b>MTA Long Island Rail Road</b>	33,620,912	34,096,516	1.41%	34,465,575	1.08%
<b>MTA Metro-North Railroad</b>	33,939,042	33,643,093	-0.87%	33,908,135	0.79%
<i><b>East of Hudson</b></i>	33,305,523	32,976,175	-0.99%	33,211,626	0.71%
Harlem Line	11,037,976	10,918,840	-1.08%	10,926,548	0.07%
Hudson Line	6,470,377	6,419,065	-0.79%	6,469,032	0.78%
New Haven Line	15,797,170	15,638,270	-1.01%	15,816,046	1.14%
<i><b>West of Hudson</b></i>	633,519	666,918	5.27%	696,509	4.44%
Port Jervis Line	393,238	405,235	3.05%	413,586	2.06%
Pascack Valley Line	240,281	261,683	8.91%	282,923	8.12%
<b>MTA Bus Company</b>	52,769,776	51,009,565	-3.34%	51,056,638	0.09%
<b>MTA Bridges &amp; Tunnels</b>	114,182,054	112,384,279	-1.57%	116,129,918	3.33%
<b>Total All Agencies</b>	<b>1,113,269,760</b>	<b>1,112,112,418</b>	<b>-0.10%</b>	<b>1,107,469,380</b>	<b>-0.42%</b>
(Excludes Bridges & Tunnels)					
Weekdays:	106	103		103	
Holidays:	4	4		4	
Weekend Days:	41	44		44	
Days	151	151		151	

Tuesday, July 14, 2015

# Metropolitan Transportation Authority

May

## Revenue Passengers

12 Month Averages	2013	2014	Percent Change	2015	Percent Change
<b>MTA New York City Transit</b>	193,913,647	198,793,913	2.52%	201,083,304	1.15%
MTA New York City Subway	138,282,007	143,225,179	3.57%	146,213,305	2.09%
MTA New York City Bus	55,631,640	55,568,734	-0.11%	54,869,999	-1.26%
<b>MTA Staten Island Railway</b>	356,080	353,498	-0.73%	365,212	3.31%
<b>MTA Long Island Rail Road</b>	6,786,393	6,988,309	2.98%	7,185,845	2.83%
<b>MTA Metro-North Railroad</b>	6,883,247	6,923,546	0.59%	7,077,014	2.22%
<i><b>East of Hudson</b></i>	6,754,425	6,789,411	0.52%	6,934,214	2.13%
Harlem Line	2,217,299	2,235,878	0.84%	2,261,263	1.14%
Hudson Line	1,317,972	1,318,854	0.07%	1,357,210	2.91%
New Haven Line	3,219,154	3,234,679	0.48%	3,315,741	2.51%
<i><b>West of Hudson</b></i>	128,822	134,136	4.12%	142,800	6.46%
Port Jervis Line	81,148	82,947	2.22%	85,557	3.15%
Pascack Valley Line	47,675	51,189	7.37%	57,243	11.83%
<b>MTA Bus Company</b>	10,179,955	10,265,915	0.84%	10,469,026	1.98%
<b>MTA Bridges &amp; Tunnels</b>	23,413,736	23,560,811	0.63%	24,175,562	2.61%
<b>Total All Agencies</b>	<b>218,119,322</b>	<b>223,325,180</b>	<b>2.39%</b>	<b>226,180,401</b>	<b>1.28%</b>
(Excludes Bridges & Tunnels)					
Weekdays:	22	21		20	
Holidays:	1	1		1	
Weekend Days:	8	9		10	
Days	31	31		31	

Tuesday, July 14, 2015

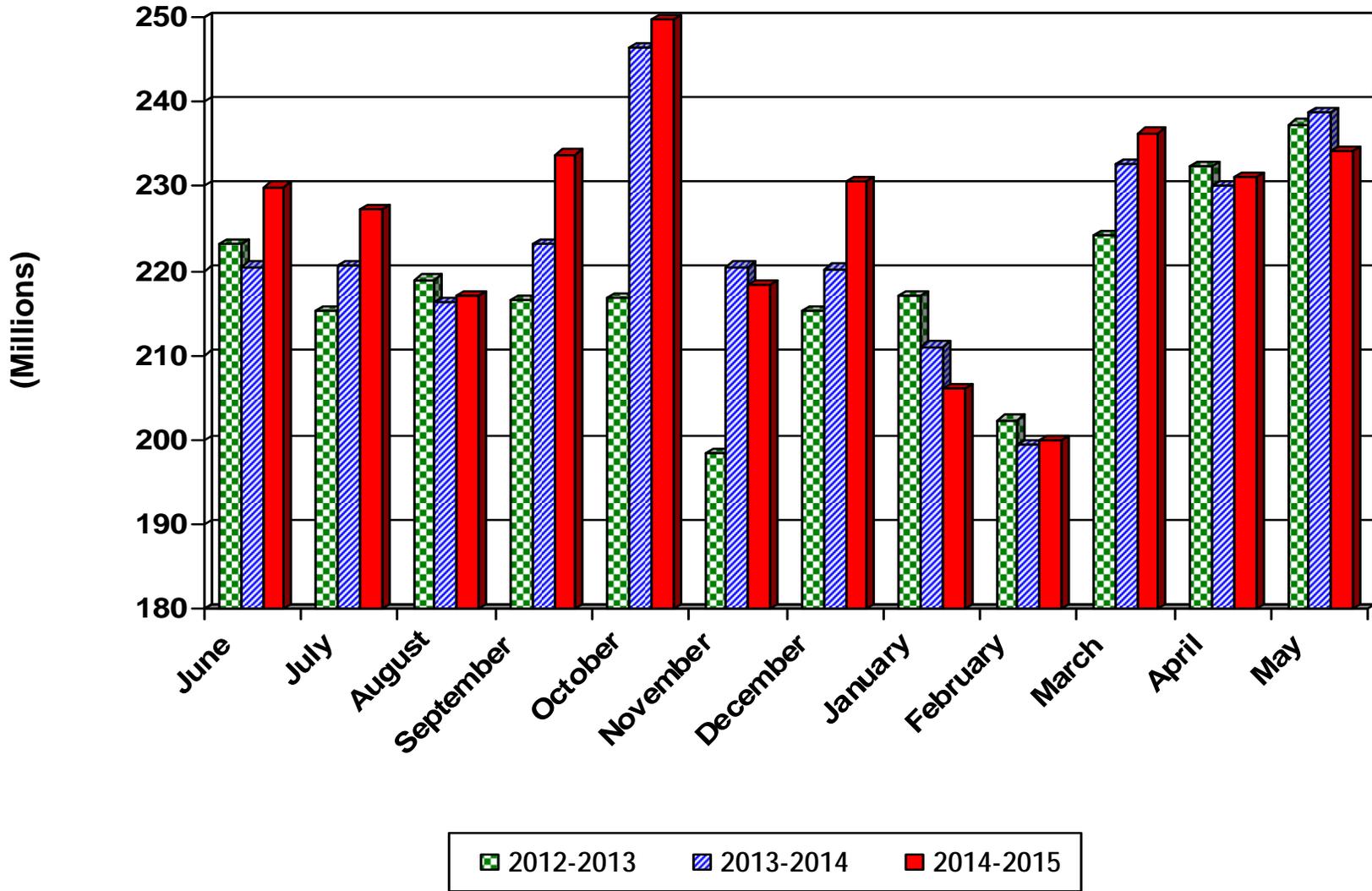
# Metropolitan Transportation Authority

May

Average Weekday Passengers	2013	2014	Percent Change	2015	Percent Change
<b>MTA New York City Transit</b>	7,952,469	8,088,167	1.71%	8,109,728	0.27%
MTA New York City Subway	5,664,205	5,815,676	2.67%	5,900,694	1.46%
MTA New York City Bus	2,288,264	2,272,491	-0.69%	2,209,035	-2.79%
<b>MTA Staten Island Railway</b>	15,784	16,310	3.33%	17,047	4.52%
<b>MTA Long Island Rail Road</b>	286,442	302,178	5.49%	314,372	4.04%
<b>MTA Metro-North Railroad</b>	286,024	291,057	1.76%	293,956	1.00%
<i><b>East of Hudson</b></i>	279,778	284,329	1.63%	286,818	0.88%
Harlem Line	92,633	93,578	1.02%	94,338	0.81%
Hudson Line	55,108	55,684	1.05%	56,017	0.60%
New Haven Line	132,037	135,067	2.29%	136,463	1.03%
<i><b>West of Hudson</b></i>	6,247	6,728	7.71%	7,138	6.09%
Port Jervis Line	3,874	4,092	5.63%	4,300	5.07%
Pascack Valley Line	2,372	2,636	11.11%	2,838	7.67%
<b>MTA Bus Company</b>	432,244	432,168	-0.02%	430,728	-0.33%
<b>MTA Bridges &amp; Tunnels</b>	834,831	849,333	1.74%	880,346	3.65%
<b>Total All Agencies</b>	<b>8,972,963</b>	<b>9,129,881</b>	<b>1.75%</b>	<b>9,165,831</b>	<b>0.39%</b>
(Excludes Bridges & Tunnels)					
Weekdays:	22	21		20	
Holidays:	1	1		1	
Weekend Days:	8	9		10	
Days	31	31		31	

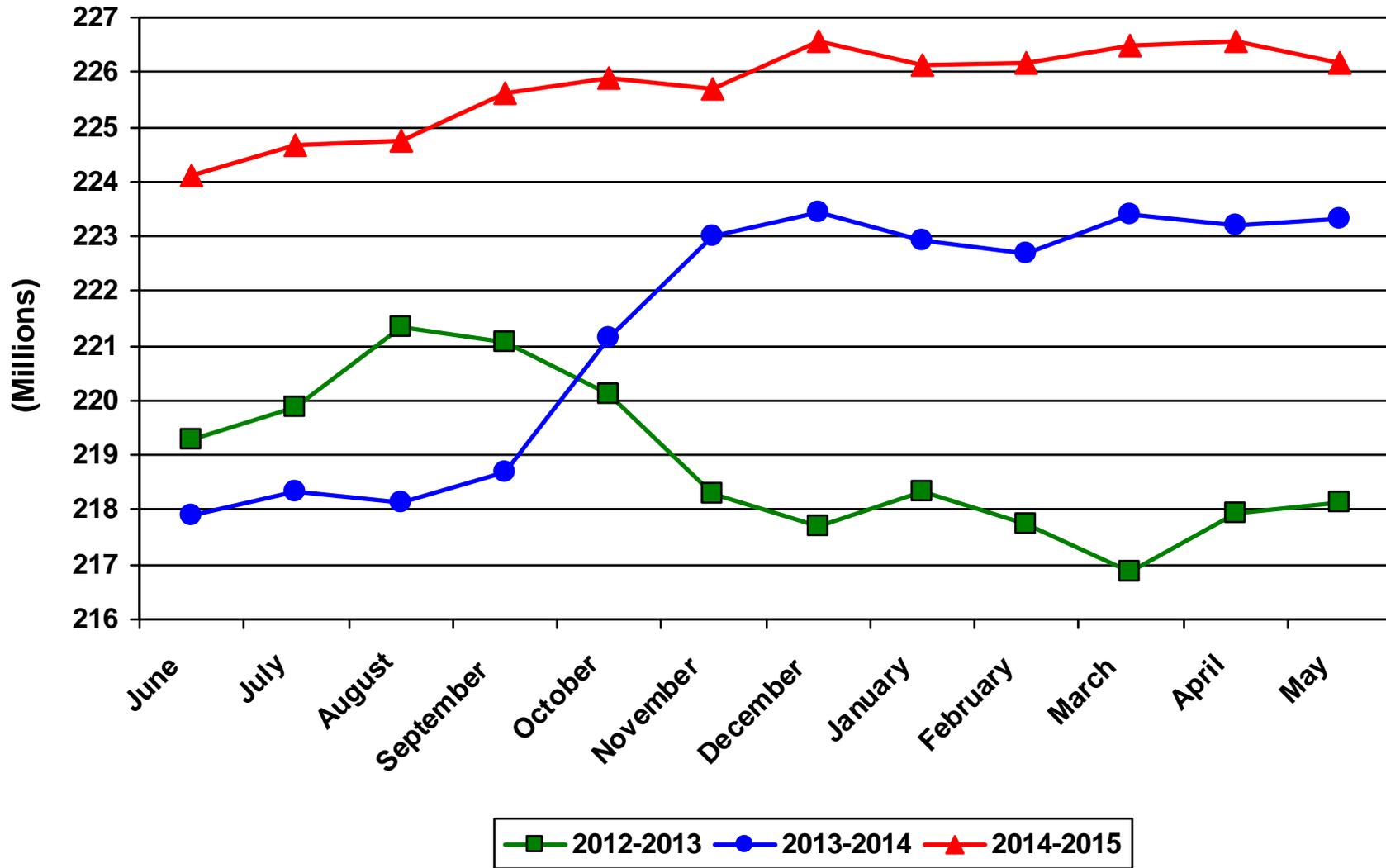
Tuesday, July 14, 2015

# Metropolitan Transportation Authority Revenue Passengers

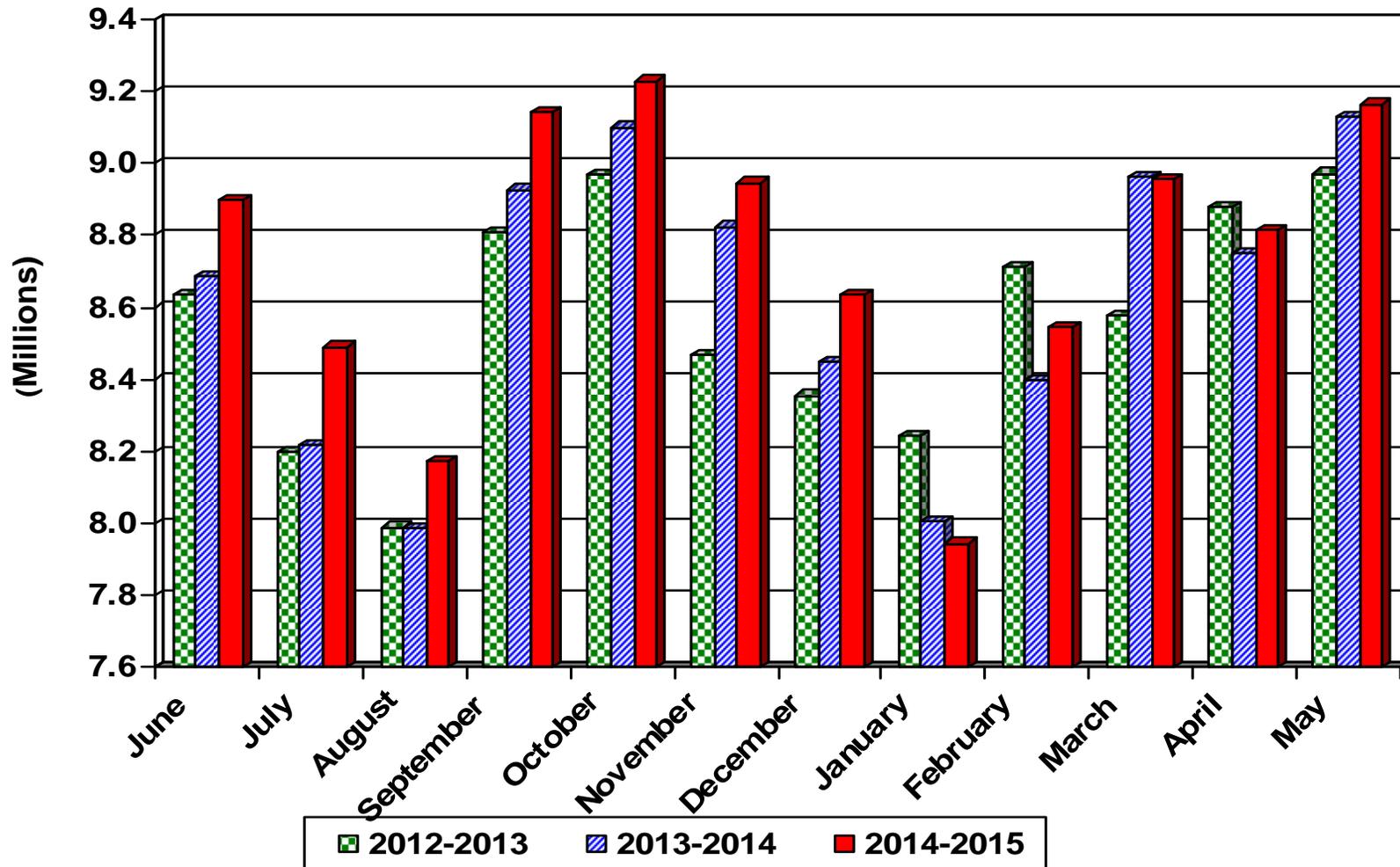


### Metropolitan Transportation Authority Revenue Passengers

#### 12 Month Averages



### Metropolitan Transportation Authority Average Weekday Passengers



## Metropolitan Transportation Authority

## Revenue Passengers

Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	223,139,032	220,490,708	-1.19%	229,971,756	4.30%
July	215,272,302	220,562,209	2.46%	227,358,980	3.08%
August	218,936,858	216,372,684	-1.17%	217,065,083	0.32%
September	216,478,722	223,125,464	3.07%	233,808,873	4.79%
October	216,776,585	246,469,549	13.70%	249,749,147	1.33%
November	198,318,886	220,519,382	11.19%	218,236,110	-1.04%
December	215,239,725	220,249,751	2.33%	230,505,478	4.66%
January	217,053,049	211,066,938	-2.76%	205,960,183	-2.42%
February	202,336,902	199,451,154	-1.43%	199,824,545	0.19%
March	224,234,827	232,619,587	3.74%	236,326,220	1.59%
April	232,297,024	230,127,706	-0.93%	231,177,647	0.46%
<b>May</b>	<b>237,347,958</b>	<b>238,847,033</b>	<b>0.63%</b>	<b>234,180,784</b>	<b>-1.95%</b>
12 Month Ave	218,119,322	223,325,180	2.39%	226,180,401	1.28%
Year-to-Date	1,113,269,760	1,112,112,418	-0.10%	1,107,469,380	-0.42%

## 12 Month Averages

Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	219,282,187	217,898,629	-0.63%	224,115,268	2.85%
July	219,881,406	218,339,454	-0.70%	224,681,665	2.90%
August	221,355,023	218,125,773	-1.46%	224,739,365	3.03%
September	221,082,706	218,679,668	-1.09%	225,629,649	3.18%
October	220,121,943	221,154,082	0.47%	225,902,949	2.15%
November	218,282,030	223,004,123	2.16%	225,712,677	1.21%
December	217,710,256	223,421,626	2.62%	226,567,320	1.41%
January	218,335,013	222,922,783	2.10%	226,141,758	1.44%
February	217,721,848	222,682,304	2.28%	226,172,873	1.57%
March	216,877,001	223,381,034	3.00%	226,481,760	1.39%
April	217,935,607	223,200,258	2.42%	226,569,255	1.51%
<b>May</b>	<b>218,119,322</b>	<b>223,325,180</b>	<b>2.39%</b>	<b>226,180,401</b>	<b>1.28%</b>

## Average Weekday Passengers

Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	8,635,867	8,688,245	0.61%	8,900,992	2.45%
July	8,196,028	8,216,654	0.25%	8,489,922	3.33%
August	7,988,999	7,987,369	-0.02%	8,172,203	2.31%
September	8,806,848	8,928,275	1.38%	9,141,834	2.39%
October	8,967,293	9,101,830	1.50%	9,230,840	1.42%
November	8,467,584	8,824,741	4.22%	8,947,640	1.39%
December	8,354,545	8,450,370	1.15%	8,635,225	2.19%
January	8,244,870	8,004,540	-2.91%	7,942,765	-0.77%
February	8,712,340	8,398,198	-3.61%	8,543,463	1.73%
March	8,576,124	8,961,785	4.50%	8,954,356	-0.08%
April	8,878,080	8,749,537	-1.45%	8,817,452	0.78%
<b>May</b>	<b>8,972,963</b>	<b>9,129,881</b>	<b>1.75%</b>	<b>9,165,831</b>	<b>0.39%</b>

## MTA New York City Transit

Revenue Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	198,122,467	196,048,183	-1.05%	204,157,340	4.14%
July	190,765,785	195,519,881	2.49%	201,455,345	3.04%
August	193,724,876	191,741,194	-1.02%	192,219,890	0.25%
September	192,555,771	198,671,419	3.18%	207,769,829	4.58%
October	192,892,768	219,617,281	13.85%	222,191,504	1.17%
November	176,579,235	196,664,216	11.37%	194,418,829	-1.14%
December	191,153,756	195,693,862	2.38%	204,555,139	4.53%
January	193,074,487	188,182,009	-2.53%	183,499,160	-2.49%
February	180,355,395	178,057,023	-1.27%	178,324,251	0.15%
March	199,523,012	207,634,529	4.07%	210,406,681	1.34%
April	206,817,977	204,849,373	-0.95%	205,528,623	0.33%
<b>May</b>	<b>211,398,239</b>	<b>212,847,982</b>	<b>0.69%</b>	<b>208,473,060</b>	<b>-2.06%</b>
<b>12 Month Ave</b>	<b>193,913,647</b>	<b>198,793,913</b>	<b>2.52%</b>	<b>201,083,304</b>	<b>1.15%</b>
<b>Year-to-Date</b>	<b>991,169,109</b>	<b>991,570,916</b>	<b>0.04%</b>	<b>986,231,775</b>	<b>-0.54%</b>
12 Month Averages					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	194,901,239	193,740,790	-0.60%	199,469,676	2.96%
July	195,444,731	194,136,965	-0.67%	199,964,298	3.00%
August	196,741,227	193,971,658	-1.41%	200,004,189	3.11%
September	196,517,184	194,481,295	-1.04%	200,762,390	3.23%
October	195,653,107	196,708,338	0.54%	200,976,908	2.17%
November	194,037,742	198,382,087	2.24%	200,789,793	1.21%
December	193,541,074	198,760,429	2.70%	201,528,233	1.39%
January	194,086,537	198,352,722	2.20%	201,137,995	1.40%
February	193,549,121	198,161,191	2.38%	201,160,264	1.51%
March	192,787,652	198,837,151	3.14%	201,391,277	1.28%
April	193,743,787	198,673,101	2.54%	201,447,881	1.40%
<b>May</b>	<b>193,913,647</b>	<b>198,793,913</b>	<b>2.52%</b>	<b>201,083,304</b>	<b>1.15%</b>
Average Weekday Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	7,626,923	7,672,456	0.60%	7,860,640	2.45%
July	7,220,613	7,246,503	0.36%	7,486,780	3.32%
August	7,040,545	7,040,270	0.00%	7,193,127	2.17%
September	7,776,340	7,900,537	1.60%	8,081,709	2.29%
October	7,993,039	8,074,957	1.02%	8,177,035	1.26%
November	7,535,218	7,802,540	3.55%	7,892,538	1.15%
December	7,364,350	7,464,105	1.35%	7,623,337	2.13%
January	7,279,536	7,082,303	-2.71%	7,014,374	-0.96%
February	7,720,408	7,448,314	-3.52%	7,583,176	1.81%
March	7,581,779	7,952,858	4.89%	7,937,176	-0.20%
April	7,867,227	7,752,530	-1.46%	7,807,747	0.71%
<b>May</b>	<b>7,952,469</b>	<b>8,088,167</b>	<b>1.71%</b>	<b>8,109,728</b>	<b>0.27%</b>

## MTA New York City Subway

Revenue Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	141,986,322	141,227,567	-0.53%	147,939,131	4.75%
July	137,228,468	140,822,610	2.62%	146,505,849	4.04%
August	139,253,563	138,560,862	-0.50%	139,868,371	0.94%
September	136,901,247	141,523,393	3.38%	149,373,432	5.55%
October	137,259,455	156,433,315	13.97%	160,120,773	2.36%
November	124,309,325	141,447,579	13.79%	141,226,971	-0.16%
December	137,471,991	142,566,679	3.71%	150,132,948	5.31%
January	137,079,095	137,147,363	0.05%	133,814,801	-2.43%
February	127,900,426	129,802,427	1.49%	130,776,608	0.75%
March	142,325,996	148,394,847	4.26%	153,093,778	3.17%
April	146,912,790	147,907,313	0.68%	150,327,919	1.64%
<b>May</b>	<b>150,755,402</b>	<b>152,868,196</b>	<b>1.40%</b>	<b>151,379,078</b>	<b>-0.97%</b>
12 Month Ave	138,282,007	143,225,179	3.57%	146,213,305	2.09%
Year-to-Date	704,973,709	716,120,146	1.58%	719,392,184	0.46%
12 Month Averages					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	138,809,063	138,218,777	-0.43%	143,784,476	4.03%
July	139,306,129	138,518,289	-0.57%	144,258,080	4.14%
August	140,252,826	138,460,564	-1.28%	144,367,039	4.27%
September	140,120,487	138,845,743	-0.91%	145,021,209	4.45%
October	139,544,894	140,443,564	0.64%	145,328,497	3.48%
November	138,264,925	141,871,752	2.61%	145,310,113	2.42%
December	137,881,855	142,296,309	3.20%	145,940,635	2.56%
January	138,237,382	142,301,998	2.94%	145,662,922	2.36%
February	137,863,992	142,460,499	3.33%	145,744,103	2.30%
March	137,441,062	142,966,236	4.02%	146,135,681	2.22%
April	138,093,764	143,049,113	3.59%	146,337,398	2.30%
<b>May</b>	<b>138,282,007</b>	<b>143,225,179</b>	<b>3.57%</b>	<b>146,213,305</b>	<b>2.09%</b>
Average Weekday Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	5,475,383	5,536,340	1.11%	5,700,985	2.97%
July	5,211,599	5,240,690	0.56%	5,466,523	4.31%
August	5,081,510	5,116,343	0.69%	5,260,029	2.81%
September	5,527,044	5,627,647	1.82%	5,812,513	3.28%
October	5,679,106	5,750,807	1.26%	5,893,267	2.48%
November	5,323,238	5,608,862	5.37%	5,734,440	2.24%
December	5,274,755	5,420,212	2.76%	5,584,168	3.02%
January	5,160,819	5,159,344	-0.03%	5,112,634	-0.91%
February	5,466,124	5,442,073	-0.44%	5,568,552	2.32%
March	5,415,926	5,691,221	5.08%	5,779,365	1.55%
April	5,589,663	5,607,703	0.32%	5,721,932	2.04%
<b>May</b>	<b>5,664,205</b>	<b>5,815,676</b>	<b>2.67%</b>	<b>5,900,694</b>	<b>1.46%</b>

## MTA New York City Bus

Revenue Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	56,136,145	54,820,616	-2.34%	56,218,209	2.55%
July	53,537,317	54,697,271	2.17%	54,949,495	0.46%
August	54,471,313	53,180,332	-2.37%	52,351,519	-1.56%
September	55,654,524	57,148,026	2.68%	58,396,397	2.18%
October	55,633,313	63,183,966	13.57%	62,070,731	-1.76%
November	52,269,910	55,216,637	5.64%	53,191,858	-3.67%
December	53,681,765	53,127,183	-1.03%	54,422,191	2.44%
January	55,995,392	51,034,646	-8.86%	49,684,359	-2.65%
February	52,454,969	48,254,596	-8.01%	47,547,643	-1.47%
March	57,197,015	59,239,682	3.57%	57,312,903	-3.25%
April	59,905,187	56,942,060	-4.95%	55,200,703	-3.06%
<b>May</b>	<b>60,642,837</b>	<b>59,979,786</b>	<b>-1.09%</b>	<b>57,093,982</b>	<b>-4.81%</b>
12 Month Ave	55,631,640	55,568,734	-0.11%	54,869,999	-1.26%
Year-to-Date	286,195,399	275,450,770	-3.75%	266,839,590	-3.13%
12 Month Averages					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	56,092,176	55,522,013	-1.02%	55,685,200	0.29%
July	56,138,602	55,618,676	-0.93%	55,706,218	0.16%
August	56,488,401	55,511,094	-1.73%	55,637,150	0.23%
September	56,396,696	55,635,553	-1.35%	55,741,181	0.19%
October	56,108,214	56,264,774	0.28%	55,648,412	-1.10%
November	55,772,817	56,510,334	1.32%	55,479,680	-1.82%
December	55,659,218	56,464,119	1.45%	55,587,597	-1.55%
January	55,849,155	56,050,724	0.36%	55,475,074	-1.03%
February	55,685,130	55,700,693	0.03%	55,416,161	-0.51%
March	55,346,590	55,870,915	0.95%	55,255,596	-1.10%
April	55,650,023	55,623,988	-0.05%	55,110,483	-0.92%
<b>May</b>	<b>55,631,640</b>	<b>55,568,734</b>	<b>-0.11%</b>	<b>54,869,999</b>	<b>-1.26%</b>
Average Weekday Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	2,151,540	2,136,116	-0.72%	2,159,655	1.10%
July	2,009,014	2,005,813	-0.16%	2,020,257	0.72%
August	1,959,035	1,923,927	-1.79%	1,933,097	0.48%
September	2,249,296	2,272,890	1.05%	2,269,196	-0.16%
October	2,313,933	2,324,150	0.44%	2,283,768	-1.74%
November	2,211,980	2,193,679	-0.83%	2,158,097	-1.62%
December	2,089,596	2,043,893	-2.19%	2,039,169	-0.23%
January	2,118,717	1,922,959	-9.24%	1,901,739	-1.10%
February	2,254,283	2,006,241	-11.00%	2,014,624	0.42%
March	2,165,853	2,261,636	4.42%	2,157,811	-4.59%
April	2,277,564	2,144,827	-5.83%	2,085,815	-2.75%
<b>May</b>	<b>2,288,264</b>	<b>2,272,491</b>	<b>-0.69%</b>	<b>2,209,035</b>	<b>-2.79%</b>

## MTA Bus Company

Revenue Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	10,122,902	10,003,795	-1.18%	10,566,947	5.63%
July	9,674,026	10,040,732	3.79%	10,414,380	3.72%
August	10,027,841	9,915,420	-1.12%	10,055,633	1.41%
September	10,068,914	10,509,491	4.38%	11,134,458	5.95%
October	10,081,508	11,612,978	15.19%	11,810,454	1.70%
November	9,520,500	10,156,366	6.68%	10,098,386	-0.57%
December	9,893,990	9,942,627	0.49%	10,491,414	5.52%
January	10,307,130	9,436,030	-8.45%	9,457,874	0.23%
February	9,649,044	9,007,308	-6.65%	9,074,682	0.75%
March	10,509,736	10,804,408	2.80%	10,970,259	1.54%
April	11,045,951	10,568,960	-4.32%	10,675,874	1.01%
<b>May</b>	<b>11,257,915</b>	<b>11,192,859</b>	<b>-0.58%</b>	<b>10,877,950</b>	<b>-2.81%</b>
12 Month Ave	10,179,955	10,265,915	0.84%	10,469,026	1.98%
Year-to-Date	52,769,776	51,009,565	-3.34%	51,056,638	0.09%
12 Month Averages					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	10,125,693	10,170,029	0.44%	10,312,844	1.40%
July	10,143,879	10,200,588	0.56%	10,343,981	1.41%
August	10,211,934	10,191,220	-0.20%	10,355,666	1.61%
September	10,196,948	10,227,934	0.30%	10,407,746	1.76%
October	10,147,736	10,355,557	2.05%	10,424,203	0.66%
November	10,085,695	10,408,546	3.20%	10,419,371	0.10%
December	10,073,150	10,412,599	3.37%	10,465,103	0.50%
January	10,126,064	10,340,007	2.11%	10,466,923	1.23%
February	10,117,282	10,286,529	1.67%	10,472,538	1.81%
March	10,072,316	10,311,085	2.37%	10,486,359	1.70%
April	10,154,949	10,271,336	1.15%	10,495,268	2.18%
<b>May</b>	<b>10,179,955</b>	<b>10,265,915</b>	<b>0.84%</b>	<b>10,469,026</b>	<b>1.98%</b>
Average Weekday Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	395,623	398,327	0.68%	412,766	3.62%
July	370,696	375,087	1.18%	389,844	3.93%
August	367,817	366,042	-0.48%	379,207	3.60%
September	416,264	425,744	2.28%	439,524	3.24%
October	427,130	433,829	1.57%	442,183	1.93%
November	409,797	410,328	0.13%	420,197	2.41%
December	394,582	388,825	-1.46%	399,293	2.69%
January	397,021	361,347	-8.99%	369,255	2.19%
February	424,297	381,461	-10.10%	391,635	2.67%
March	408,385	421,636	3.24%	421,267	-0.09%
April	427,969	404,704	-5.44%	410,200	1.36%
<b>May</b>	<b>432,244</b>	<b>432,168</b>	<b>-0.02%</b>	<b>430,728</b>	<b>-0.33%</b>

## MTA Staten Island Railway

## Revenue Passengers

Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	388,184	348,493	-10.22%	378,355	8.57%
July	328,507	300,308	-8.58%	342,895	14.18%
August	352,063	309,082	-12.21%	311,243	0.70%
September	379,807	367,724	-3.18%	391,276	6.40%
October	401,614	425,014	5.83%	430,201	1.22%
November	328,542	351,758	7.07%	351,734	-0.01%
December	323,327	347,265	7.40%	369,585	6.43%
January	366,031	357,221	-2.41%	336,775	-5.72%
February	315,778	315,154	-0.20%	311,519	-1.15%
March	342,829	373,386	8.91%	393,272	5.33%
April	365,207	360,578	-1.27%	376,273	4.35%
<b>May</b>	<b>381,077</b>	<b>385,989</b>	<b>1.29%</b>	<b>389,417</b>	<b>0.89%</b>
12 Month Ave	356,080	353,498	-0.73%	365,212	3.31%
Year-to-Date	1,770,922	1,792,328	1.21%	1,807,256	0.83%

## 12 Month Averages

Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	385,003	352,773	-8.37%	355,986	0.91%
July	385,103	350,423	-9.01%	359,535	2.60%
August	386,658	346,841	-10.30%	359,715	3.71%
September	384,557	345,834	-10.07%	361,678	4.58%
October	382,537	347,784	-9.08%	362,110	4.12%
November	376,106	349,719	-7.02%	362,108	3.54%
December	370,431	351,714	-5.05%	363,968	3.48%
January	368,797	350,980	-4.83%	362,264	3.22%
February	364,515	350,928	-3.73%	361,961	3.14%
March	358,466	353,474	-1.39%	363,618	2.87%
April	358,493	353,088	-1.51%	364,926	3.35%
<b>May</b>	<b>356,080</b>	<b>353,498</b>	<b>-0.73%</b>	<b>365,212</b>	<b>3.31%</b>

## Average Weekday Passengers

Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	16,434	15,289	-6.97%	16,110	5.37%
July	14,002	12,713	-9.20%	13,854	8.97%
August	13,710	12,370	-9.78%	12,742	3.01%
September	17,300	16,402	-5.20%	16,792	2.38%
October	18,225	17,025	-6.59%	17,290	1.56%
November	15,364	16,011	4.21%	16,296	1.77%
December	14,427	14,815	2.69%	15,248	2.92%
January	15,203	14,995	-1.37%	14,541	-3.02%
February	15,075	14,860	-1.42%	14,883	0.15%
March	14,523	16,025	10.34%	16,442	2.60%
April	15,520	14,953	-3.66%	15,593	4.28%
<b>May</b>	<b>15,784</b>	<b>16,310</b>	<b>3.33%</b>	<b>17,047</b>	<b>4.52%</b>

## MTA Long Island Rail Road

Revenue Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	7,235,529	6,994,737	-3.33%	7,509,011	7.35%
July	7,289,683	7,401,120	1.53%	7,626,108	3.04%
August	7,482,932	7,274,722	-2.78%	7,399,382	1.71%
September	6,719,248	6,790,701	1.06%	7,297,453	7.46%
October	6,621,963	7,431,994	12.23%	7,663,987	3.12%
November	5,607,406	6,666,796	18.89%	6,681,433	0.22%
December	6,859,040	7,203,125	5.02%	7,587,185	5.33%
January	6,628,268	6,565,428	-0.95%	6,362,309	-3.09%
February	6,020,679	6,107,685	1.45%	6,142,068	0.56%
March	6,897,877	6,983,094	1.24%	7,384,700	5.75%
April	6,961,659	7,189,777	3.28%	7,313,844	1.73%
<b>May</b>	<b>7,112,429</b>	<b>7,250,532</b>	<b>1.94%</b>	<b>7,262,655</b>	<b>0.17%</b>
12 Month Ave	6,786,393	6,988,309	2.98%	7,185,845	2.83%
Year-to-Date	33,620,912	34,096,516	1.41%	34,465,575	1.08%
12 Month Averages					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	6,905,972	6,766,327	-2.02%	7,031,165	3.91%
July	6,926,573	6,775,613	-2.18%	7,049,914	4.05%
August	6,980,385	6,758,262	-3.18%	7,060,303	4.47%
September	6,966,323	6,764,217	-2.90%	7,102,532	5.00%
October	6,942,881	6,831,719	-1.60%	7,121,865	4.25%
November	6,842,217	6,920,002	1.14%	7,123,085	2.93%
December	6,812,799	6,948,675	1.99%	7,155,090	2.97%
January	6,829,183	6,943,439	1.67%	7,138,163	2.80%
February	6,799,820	6,950,689	2.22%	7,141,028	2.74%
March	6,782,779	6,957,791	2.58%	7,174,495	3.11%
April	6,791,406	6,976,801	2.73%	7,184,834	2.98%
<b>May</b>	<b>6,786,393</b>	<b>6,988,309</b>	<b>2.98%</b>	<b>7,185,845</b>	<b>2.83%</b>
Average Weekday Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	300,269	302,486	0.74%	308,600	2.02%
July	300,228	293,335	-2.30%	302,669	3.18%
August	286,121	288,390	0.79%	302,316	4.83%
September	304,976	296,361	-2.82%	305,806	3.19%
October	268,456	289,647	7.89%	298,040	2.90%
November	243,193	304,762	25.32%	318,659	4.56%
December	293,968	296,888	0.99%	301,964	1.71%
January	279,154	277,061	-0.75%	283,228	2.23%
February	280,121	282,588	0.88%	285,444	1.01%
March	287,601	291,919	1.50%	297,011	1.74%
April	281,100	289,571	3.01%	294,548	1.72%
<b>May</b>	<b>286,442</b>	<b>302,178</b>	<b>5.49%</b>	<b>314,372</b>	<b>4.04%</b>

## MTA Metro-North Railroad

Revenue Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	7,269,950	7,095,500	-2.40%	7,360,103	3.73%
July	7,214,301	7,300,168	1.19%	7,520,253	3.01%
August	7,349,146	7,132,265	-2.95%	7,078,935	-0.75%
September	6,754,982	6,786,130	0.46%	7,215,858	6.33%
October	6,778,733	7,382,282	8.90%	7,653,001	3.67%
November	6,283,202	6,680,246	6.32%	6,685,728	0.08%
December	7,009,613	7,062,872	0.76%	7,502,155	6.22%
January	6,677,133	6,526,250	-2.26%	6,304,066	-3.40%
February	5,996,007	5,963,984	-0.53%	5,972,025	0.13%
March	6,961,373	6,824,170	-1.97%	7,171,308	5.09%
April	7,106,230	7,159,018	0.74%	7,283,034	1.73%
<b>May</b>	<b>7,198,299</b>	<b>7,169,671</b>	<b>-0.40%</b>	<b>7,177,702</b>	<b>0.11%</b>
12 Month Ave	6,883,247	6,923,546	0.59%	7,077,014	2.22%
Year-to-Date	33,939,042	33,643,093	-0.87%	33,908,135	0.79%
12 Month Averages					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	6,964,280	6,868,710	-1.37%	6,945,597	1.12%
July	6,981,120	6,875,866	-1.51%	6,963,937	1.28%
August	7,034,818	6,857,792	-2.52%	6,959,493	1.48%
September	7,017,694	6,860,388	-2.24%	6,995,304	1.97%
October	6,995,683	6,910,684	-1.22%	7,017,863	1.55%
November	6,940,270	6,943,771	0.05%	7,018,320	1.07%
December	6,912,802	6,948,209	0.51%	7,054,927	1.54%
January	6,924,432	6,935,635	0.16%	7,036,412	1.45%
February	6,891,109	6,932,967	0.61%	7,037,082	1.50%
March	6,875,789	6,921,533	0.67%	7,066,010	2.09%
April	6,886,972	6,925,932	0.57%	7,076,345	2.17%
<b>May</b>	<b>6,883,247</b>	<b>6,923,546</b>	<b>0.59%</b>	<b>7,077,014</b>	<b>2.22%</b>
Average Weekday Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	296,618	299,687	1.03%	302,876	1.06%
July	290,489	289,015	-0.51%	296,775	2.69%
August	280,806	280,298	-0.18%	284,812	1.61%
September	291,967	289,232	-0.94%	298,002	3.03%
October	260,443	286,372	9.96%	296,293	3.46%
November	264,012	291,100	10.26%	299,951	3.04%
December	287,219	285,736	-0.52%	295,383	3.38%
January	273,955	268,835	-1.87%	261,367	-2.78%
February	272,440	270,975	-0.54%	268,325	-0.98%
March	283,836	279,347	-1.58%	282,459	1.11%
April	286,265	287,779	0.53%	289,364	0.55%
<b>May</b>	<b>286,024</b>	<b>291,057</b>	<b>1.76%</b>	<b>293,956</b>	<b>1.00%</b>

## East of Hudson

## Revenue Passengers

Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	7,121,125	6,959,429	-2.27%	7,213,680	3.65%
July	7,062,979	7,156,528	1.32%	7,366,433	2.93%
August	7,192,537	6,995,610	-2.74%	6,935,605	-0.86%
September	6,618,194	6,659,062	0.62%	7,072,104	6.20%
October	6,639,905	7,241,822	9.07%	7,499,635	3.56%
November	6,211,788	6,556,763	5.55%	6,555,045	-0.03%
December	6,901,054	6,927,541	0.38%	7,356,438	6.19%
January	6,559,573	6,398,208	-2.46%	6,173,387	-3.51%
February	5,883,759	5,846,639	-0.63%	5,849,842	0.05%
March	6,827,778	6,684,169	-2.10%	7,018,867	5.01%
April	6,973,347	7,018,716	0.65%	7,134,750	1.65%
<b>May</b>	<b>7,061,066</b>	<b>7,028,443</b>	<b>-0.46%</b>	<b>7,034,780</b>	<b>0.09%</b>
12 Month Ave	6,754,425	6,789,411	0.52%	6,934,214	2.13%
Year-to-Date	33,305,523	32,976,175	-0.99%	33,211,626	0.71%

## 12 Month Averages

Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	6,831,555	6,740,951	-1.33%	6,810,598	1.03%
July	6,848,940	6,748,747	-1.46%	6,828,091	1.18%
August	6,902,348	6,732,336	-2.46%	6,823,090	1.35%
September	6,882,159	6,735,742	-2.13%	6,857,510	1.81%
October	6,856,715	6,785,901	-1.03%	6,878,995	1.37%
November	6,803,441	6,814,649	0.16%	6,878,852	0.94%
December	6,778,435	6,816,857	0.57%	6,914,593	1.43%
January	6,791,068	6,803,409	0.18%	6,895,858	1.36%
February	6,759,295	6,800,316	0.61%	6,896,125	1.41%
March	6,745,393	6,788,349	0.64%	6,924,016	2.00%
April	6,757,193	6,792,129	0.52%	6,933,686	2.08%
<b>May</b>	<b>6,754,425</b>	<b>6,789,411</b>	<b>0.52%</b>	<b>6,934,214</b>	<b>2.13%</b>

## Average Weekday Passengers

Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	289,538	292,904	1.16%	295,913	1.03%
July	283,280	282,473	-0.29%	289,768	2.58%
August	273,982	274,082	0.04%	277,998	1.43%
September	284,787	282,886	-0.67%	291,153	2.92%
October	253,501	280,254	10.55%	289,611	3.34%
November	260,337	284,607	9.32%	292,710	2.85%
December	281,798	279,287	-0.89%	288,744	3.39%
January	268,348	262,725	-2.10%	254,821	-3.01%
February	266,546	264,816	-0.65%	261,911	-1.10%
March	277,480	272,688	-1.73%	275,526	1.04%
April	280,222	281,399	0.42%	282,620	0.43%
<b>May</b>	<b>279,778</b>	<b>284,329</b>	<b>1.63%</b>	<b>286,818</b>	<b>0.88%</b>

## Harlem Line

Revenue Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	2,318,256	2,244,617	-3.18%	2,337,339	4.13%
July	2,274,018	2,330,442	2.48%	2,363,438	1.42%
August	2,311,944	2,234,767	-3.34%	2,206,725	-1.25%
September	2,162,096	2,201,297	1.81%	2,298,402	4.41%
October	2,180,347	2,436,355	11.74%	2,465,785	1.21%
November	2,068,664	2,160,739	4.45%	2,138,624	-1.02%
December	2,254,289	2,303,474	2.18%	2,398,294	4.12%
January	2,182,967	2,136,239	-2.14%	2,040,760	-4.47%
February	1,979,265	1,958,194	-1.06%	1,931,569	-1.36%
March	2,262,610	2,225,318	-1.65%	2,335,202	4.94%
April	2,286,516	2,303,958	0.76%	2,330,964	1.17%
<b>May</b>	<b>2,326,618</b>	<b>2,295,131</b>	<b>-1.35%</b>	<b>2,288,053</b>	<b>-0.31%</b>
12 Month Ave	2,217,299	2,235,878	0.84%	2,261,263	1.14%
Year-to-Date	11,037,976	10,918,840	-1.08%	10,926,548	0.07%
12 Month Averages					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	2,236,225	2,211,163	-1.12%	2,243,604	1.47%
July	2,242,551	2,215,865	-1.19%	2,246,354	1.38%
August	2,259,258	2,209,433	-2.21%	2,244,017	1.57%
September	2,251,618	2,212,700	-1.73%	2,252,109	1.78%
October	2,243,010	2,234,034	-0.40%	2,254,562	0.92%
November	2,228,129	2,241,707	0.61%	2,252,719	0.49%
December	2,220,656	2,245,806	1.13%	2,260,621	0.66%
January	2,225,292	2,241,912	0.75%	2,252,664	0.48%
February	2,217,264	2,240,156	1.03%	2,250,445	0.46%
March	2,212,370	2,237,048	1.12%	2,259,602	1.01%
April	2,216,656	2,238,502	0.99%	2,261,853	1.04%
<b>May</b>	<b>2,217,299</b>	<b>2,235,878</b>	<b>0.84%</b>	<b>2,261,263</b>	<b>1.14%</b>
Average Weekday Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	94,958	95,281	0.34%	96,687	1.47%
July	92,071	92,508	0.47%	93,783	1.38%
August	88,674	88,214	-0.52%	89,396	1.34%
September	93,799	93,887	0.09%	95,338	1.55%
October	83,661	94,635	13.12%	95,720	1.15%
November	87,177	94,617	8.53%	96,470	1.96%
December	92,943	93,600	0.71%	94,891	1.38%
January	89,719	88,158	-1.74%	84,941	-3.65%
February	89,947	89,179	-0.85%	87,218	-2.20%
March	92,439	91,373	-1.15%	92,289	1.00%
April	92,340	92,964	0.68%	93,050	0.09%
<b>May</b>	<b>92,633</b>	<b>93,578</b>	<b>1.02%</b>	<b>94,338</b>	<b>0.81%</b>

## Hudson Line

Revenue Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	1,394,023	1,370,358	-1.70%	1,422,392	3.80%
July	1,401,131	1,344,284	-4.06%	1,454,534	8.20%
August	1,433,031	1,373,141	-4.18%	1,381,075	0.58%
September	1,300,945	1,335,036	2.62%	1,402,529	5.06%
October	1,304,322	1,447,870	11.01%	1,465,645	1.23%
November	1,190,123	1,280,951	7.63%	1,271,965	-0.70%
December	1,321,710	1,255,542	-5.01%	1,419,350	13.05%
January	1,250,870	1,230,001	-1.67%	1,185,529	-3.62%
February	1,151,020	1,134,115	-1.47%	1,135,396	0.11%
March	1,316,583	1,288,797	-2.11%	1,370,062	6.31%
April	1,355,099	1,384,546	2.17%	1,397,903	0.96%
<b>May</b>	<b>1,396,805</b>	<b>1,381,606</b>	<b>-1.09%</b>	<b>1,380,142</b>	<b>-0.11%</b>
12 Month Ave	1,317,972	1,318,854	0.07%	1,357,210	2.91%
Year-to-Date	6,470,377	6,419,065	-0.79%	6,469,032	0.78%
12 Month Averages					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	1,331,955	1,316,000	-1.20%	1,323,190	0.55%
July	1,335,482	1,311,263	-1.81%	1,332,378	1.61%
August	1,346,743	1,306,272	-3.01%	1,333,039	2.05%
September	1,341,937	1,309,113	-2.45%	1,338,663	2.26%
October	1,337,349	1,321,075	-1.22%	1,340,144	1.44%
November	1,325,504	1,328,644	0.24%	1,339,396	0.81%
December	1,321,091	1,323,130	0.15%	1,353,046	2.26%
January	1,322,973	1,321,391	-0.12%	1,349,340	2.12%
February	1,318,739	1,319,982	0.09%	1,349,447	2.23%
March	1,316,498	1,317,667	0.09%	1,356,219	2.93%
April	1,318,179	1,320,121	0.15%	1,357,332	2.82%
<b>May</b>	<b>1,317,972</b>	<b>1,318,854</b>	<b>0.07%</b>	<b>1,357,210</b>	<b>2.91%</b>
Average Weekday Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	56,479	57,371	1.58%	58,063	1.21%
July	55,874	53,128	-4.91%	56,978	7.25%
August	54,403	53,645	-1.39%	55,092	2.70%
September	55,710	56,228	0.93%	57,423	2.13%
October	49,650	55,821	12.43%	56,450	1.13%
November	49,881	55,544	11.35%	56,666	2.02%
December	54,024	50,648	-6.25%	55,712	10.00%
January	51,239	50,387	-1.66%	48,922	-2.91%
February	52,086	51,284	-1.54%	50,800	-0.94%
March	53,491	52,564	-1.73%	53,704	2.17%
April	54,378	55,355	1.80%	55,226	-0.23%
<b>May</b>	<b>55,108</b>	<b>55,684</b>	<b>1.05%</b>	<b>56,017</b>	<b>0.60%</b>

## New Haven Line

Revenue Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	3,408,846	3,344,454	-1.89%	3,453,949	3.27%
July	3,387,830	3,481,802	2.77%	3,548,461	1.91%
August	3,447,562	3,387,702	-1.74%	3,347,805	-1.18%
September	3,155,153	3,122,729	-1.03%	3,371,173	7.96%
October	3,155,236	3,357,597	6.41%	3,568,205	6.27%
November	2,953,001	3,115,073	5.49%	3,144,456	0.94%
December	3,325,055	3,368,525	1.31%	3,538,794	5.05%
January	3,125,736	3,031,968	-3.00%	2,947,098	-2.80%
February	2,753,474	2,754,330	0.03%	2,782,877	1.04%
March	3,248,585	3,170,054	-2.42%	3,313,603	4.53%
April	3,331,732	3,330,212	-0.05%	3,405,883	2.27%
<b>May</b>	<b>3,337,643</b>	<b>3,351,706</b>	<b>0.42%</b>	<b>3,366,585</b>	<b>0.44%</b>
12 Month Ave	3,219,154	3,234,679	0.48%	3,315,741	2.51%
Year-to-Date	15,797,170	15,638,270	-1.01%	15,816,046	1.14%
12 Month Averages					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	3,263,375	3,213,788	-1.52%	3,243,804	0.93%
July	3,270,907	3,221,619	-1.51%	3,249,359	0.86%
August	3,296,347	3,216,631	-2.42%	3,246,034	0.91%
September	3,288,604	3,213,929	-2.27%	3,266,738	1.64%
October	3,276,356	3,230,793	-1.39%	3,284,288	1.66%
November	3,249,808	3,244,299	-0.17%	3,286,737	1.31%
December	3,236,688	3,247,921	0.35%	3,300,926	1.63%
January	3,242,803	3,240,107	-0.08%	3,293,854	1.66%
February	3,223,292	3,240,178	0.52%	3,296,233	1.73%
March	3,216,525	3,233,634	0.53%	3,308,195	2.31%
April	3,222,358	3,233,507	0.35%	3,314,501	2.50%
<b>May</b>	<b>3,219,154</b>	<b>3,234,679</b>	<b>0.48%</b>	<b>3,315,741</b>	<b>2.51%</b>
Average Weekday Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	138,101	140,251	1.56%	141,163	0.65%
July	135,335	136,836	1.11%	139,007	1.59%
August	130,905	132,224	1.01%	133,509	0.97%
September	135,278	132,771	-1.85%	138,392	4.23%
October	120,190	129,799	7.99%	137,441	5.89%
November	123,279	134,447	9.06%	139,574	3.81%
December	134,831	135,039	0.15%	138,141	2.30%
January	127,389	124,180	-2.52%	120,958	-2.59%
February	124,513	124,353	-0.13%	123,893	-0.37%
March	131,550	128,751	-2.13%	129,533	0.61%
April	133,503	133,080	-0.32%	134,344	0.95%
<b>May</b>	<b>132,037</b>	<b>135,067</b>	<b>2.29%</b>	<b>136,463</b>	<b>1.03%</b>

## West of Hudson

## Revenue Passengers

Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	148,825	136,071	-8.57%	146,423	7.61%
July	151,322	143,640	-5.08%	153,820	7.09%
August	156,609	136,655	-12.74%	143,330	4.88%
September	136,788	127,068	-7.11%	143,754	13.13%
October	138,828	140,460	1.18%	153,366	9.19%
November	71,414	123,483	72.91%	130,683	5.83%
December	108,559	135,331	24.66%	145,717	7.67%
January	117,560	128,042	8.92%	130,679	2.06%
February	112,248	117,345	4.54%	122,183	4.12%
March	133,595	140,001	4.80%	152,441	8.89%
April	132,883	140,302	5.58%	148,284	5.69%
<b>May</b>	<b>137,233</b>	<b>141,228</b>	<b>2.91%</b>	<b>142,922</b>	<b>1.20%</b>
12 Month Ave	128,822	134,136	4.12%	142,800	6.46%
Year-to-Date	633,519	666,918	5.27%	696,509	4.44%

## 12 Month Averages

Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	132,726	127,759	-3.74%	134,998	5.67%
July	132,179	127,119	-3.83%	135,847	6.87%
August	132,470	125,456	-5.29%	136,403	8.73%
September	135,535	124,646	-8.03%	137,793	10.55%
October	138,968	124,782	-10.21%	138,869	11.29%
November	136,830	129,121	-5.63%	139,469	8.01%
December	134,367	131,352	-2.24%	140,334	6.84%
January	133,364	132,226	-0.85%	140,554	6.30%
February	131,814	132,651	0.63%	140,957	6.26%
March	130,396	133,184	2.14%	141,994	6.61%
April	129,779	133,803	3.10%	142,659	6.62%
<b>May</b>	<b>128,822</b>	<b>134,136</b>	<b>4.12%</b>	<b>142,800</b>	<b>6.46%</b>

## Average Weekday Passengers

Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	7,080	6,783	-4.19%	6,964	2.67%
July	7,209	6,543	-9.24%	7,008	7.10%
August	6,824	6,215	-8.92%	6,814	9.63%
September	7,180	6,346	-11.62%	6,849	7.93%
October	6,942	6,118	-11.87%	6,682	9.22%
November	3,675	6,493	76.68%	7,241	11.52%
December	5,421	6,449	18.96%	6,639	2.95%
January	5,608	6,109	8.94%	6,546	7.15%
February	5,893	6,159	4.50%	6,414	4.15%
March	6,356	6,659	4.77%	6,933	4.12%
April	6,043	6,380	5.58%	6,744	5.70%
<b>May</b>	<b>6,247</b>	<b>6,728</b>	<b>7.71%</b>	<b>7,138</b>	<b>6.09%</b>

## Port Jervis Line

## Revenue Passengers

Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	94,452	83,426	-11.67%	87,459	4.83%
July	97,178	91,288	-6.06%	93,470	2.39%
August	100,855	89,188	-11.57%	86,344	-3.19%
September	85,604	80,627	-5.81%	86,526	7.32%
October	87,075	86,989	-0.10%	93,068	6.99%
November	47,613	75,365	58.29%	78,265	3.85%
December	67,755	83,241	22.86%	87,965	5.68%
January	73,570	77,576	5.45%	77,335	-0.31%
February	69,549	71,485	2.78%	72,288	1.12%
March	82,466	84,471	2.43%	89,367	5.80%
April	82,564	85,808	3.93%	88,480	3.11%
<b>May</b>	<b>85,089</b>	<b>85,895</b>	<b>0.95%</b>	<b>86,116</b>	<b>0.26%</b>
12 Month Ave	81,148	82,947	2.22%	85,557	3.15%
Year-to-Date	393,238	405,235	3.05%	413,586	2.06%

## 12 Month Averages

Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	81,489	80,229	-1.55%	83,283	3.81%
July	80,356	79,738	-0.77%	83,465	4.67%
August	80,040	78,766	-1.59%	83,228	5.66%
September	82,959	78,351	-5.55%	83,719	6.85%
October	86,374	78,344	-9.30%	84,226	7.51%
November	86,451	80,656	-6.70%	84,467	4.72%
December	84,966	81,947	-3.55%	84,861	3.56%
January	84,382	82,281	-2.49%	84,841	3.11%
February	83,364	82,442	-1.11%	84,908	2.99%
March	82,410	82,609	0.24%	85,316	3.28%
April	81,889	82,879	1.21%	85,539	3.21%
<b>May</b>	<b>81,148</b>	<b>82,947</b>	<b>2.22%</b>	<b>85,557</b>	<b>3.15%</b>

## Average Weekday Passengers

Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	4,493	4,158	-7.47%	4,159	0.03%
July	4,630	4,159	-10.18%	4,260	2.43%
August	4,396	4,056	-7.72%	4,104	1.17%
September	4,491	4,026	-10.35%	4,123	2.41%
October	4,354	3,790	-12.95%	4,056	7.02%
November	2,455	3,963	61.43%	4,335	9.39%
December	3,383	3,967	17.26%	4,008	1.03%
January	3,511	3,703	5.47%	3,875	4.65%
February	3,648	3,750	2.77%	3,793	1.16%
March	3,922	4,017	2.40%	4,065	1.20%
April	3,755	3,902	3.92%	4,024	3.12%
<b>May</b>	<b>3,874</b>	<b>4,092</b>	<b>5.63%</b>	<b>4,300</b>	<b>5.07%</b>

## Pascack Valley Line

## Revenue Passengers

Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	54,373	52,645	-3.18%	58,964	12.00%
July	54,144	52,352	-3.31%	60,350	15.28%
August	55,754	47,467	-14.86%	56,986	20.05%
September	51,184	46,441	-9.27%	57,228	23.23%
October	51,753	53,471	3.32%	60,298	12.77%
November	23,801	48,118	102.17%	52,418	8.94%
December	40,804	52,090	27.66%	57,752	10.87%
January	43,990	50,466	14.72%	53,344	5.70%
February	42,699	45,860	7.40%	49,895	8.80%
March	51,129	55,530	8.61%	63,074	13.59%
April	50,319	54,494	8.30%	59,804	9.74%
<b>May</b>	<b>52,144</b>	<b>55,333</b>	<b>6.12%</b>	<b>56,806</b>	<b>2.66%</b>
12 Month Ave	47,675	51,189	7.37%	57,243	11.83%
Year-to-Date	240,281	261,683	8.91%	282,923	8.12%

## 12 Month Averages

Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	51,237	47,531	-7.23%	51,716	8.80%
July	51,824	47,381	-8.57%	52,382	10.55%
August	52,430	46,691	-10.95%	53,175	13.89%
September	52,576	46,295	-11.95%	54,074	16.80%
October	52,594	46,439	-11.70%	54,643	17.67%
November	50,379	48,465	-3.80%	55,001	13.49%
December	49,402	49,405	0.01%	55,473	12.28%
January	48,982	49,945	1.97%	55,713	11.55%
February	48,449	50,209	3.63%	56,049	11.63%
March	47,985	50,575	5.40%	56,678	12.07%
April	47,890	50,923	6.33%	57,121	12.17%
<b>May</b>	<b>47,675</b>	<b>51,189</b>	<b>7.37%</b>	<b>57,243</b>	<b>11.83%</b>

## Average Weekday Passengers

Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	2,587	2,625	1.49%	2,805	6.83%
July	2,579	2,384	-7.56%	2,748	15.25%
August	2,428	2,159	-11.08%	2,710	25.53%
September	2,689	2,320	-13.72%	2,726	17.50%
October	2,588	2,328	-10.05%	2,626	12.80%
November	1,220	2,530	107.38%	2,906	14.86%
December	2,038	2,482	21.79%	2,631	6.00%
January	2,097	2,406	14.76%	2,671	10.99%
February	2,245	2,409	7.31%	2,621	8.80%
March	2,433	2,642	8.58%	2,868	8.55%
April	2,288	2,478	8.31%	2,720	9.77%
<b>May</b>	<b>2,372</b>	<b>2,636</b>	<b>11.11%</b>	<b>2,838</b>	<b>7.67%</b>

## MTA Bridges &amp; Tunnels

Revenue Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	25,233,363	24,738,988	-1.96%	25,374,933	2.57%
July	24,887,622	24,886,530	0.00%	25,435,425	2.21%
August	25,669,824	25,636,599	-0.13%	25,951,945	1.23%
September	23,763,047	23,810,071	0.20%	24,481,160	2.82%
October	22,928,321	25,036,991	9.20%	25,189,827	0.61%
November	20,945,342	23,200,297	10.77%	23,361,017	0.69%
December	23,355,262	23,035,975	-1.37%	24,182,522	4.98%
January	22,290,223	20,747,317	-6.92%	20,983,289	1.14%
February	19,831,970	18,701,703	-5.70%	19,983,679	6.85%
March	23,376,021	23,431,567	0.24%	23,846,209	1.77%
April	23,638,588	23,834,773	0.83%	24,829,063	4.17%
<b>May</b>	<b>25,045,252</b>	<b>25,668,919</b>	<b>2.49%</b>	<b>26,487,678</b>	<b>3.19%</b>
12 Month Ave	23,413,736	23,560,811	0.63%	24,175,562	2.61%
Year-to-Date	114,182,054	112,384,279	-1.57%	116,129,918	3.33%
12 Month Averages					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	23,835,592	23,372,538	-1.94%	23,613,806	1.03%
July	23,785,328	23,372,447	-1.74%	23,659,548	1.23%
August	23,903,353	23,369,679	-2.23%	23,685,826	1.35%
September	23,885,599	23,373,597	-2.14%	23,741,750	1.58%
October	23,784,961	23,549,320	-0.99%	23,754,487	0.87%
November	23,576,786	23,737,233	0.68%	23,767,880	0.13%
December	23,550,942	23,710,625	0.68%	23,863,426	0.64%
January	23,593,748	23,582,050	-0.05%	23,883,090	1.28%
February	23,473,067	23,487,861	0.06%	23,989,921	2.14%
March	23,427,099	23,492,490	0.28%	24,024,475	2.26%
April	23,426,029	23,508,839	0.35%	24,107,332	2.55%
<b>May</b>	<b>23,413,736</b>	<b>23,560,811</b>	<b>0.63%</b>	<b>24,175,562</b>	<b>2.61%</b>
Average Weekday Passengers					
Service Month	2012-2013	2013-2014	Percentage Change	2014-2015	Percentage Change
June	853,960	838,525	-1.81%	850,160	1.39%
July	829,552	824,594	-0.60%	846,651	2.67%
August	842,278	837,517	-0.57%	856,625	2.28%
September	821,457	811,806	-1.17%	834,545	2.80%
October	736,273	817,107	10.98%	824,083	0.85%
November	725,399	802,918	10.69%	810,122	0.90%
December	802,287	785,165	-2.13%	809,947	3.16%
January	755,080	700,973	-7.17%	709,750	1.25%
February	765,137	693,199	-9.40%	752,873	8.61%
March	776,880	780,125	0.42%	789,361	1.18%
April	801,771	805,672	0.49%	837,816	3.99%
<b>May</b>	<b>834,831</b>	<b>849,333</b>	<b>1.74%</b>	<b>880,346</b>	<b>3.65%</b>

# Fuel Hedge Program

# Current Hedge Activity

Ultra Low Sulfur Diesel Hedges				Natural Gas Hedge			
<u>Start</u>	<u>End</u>	<u>Lock in Price/Gal</u>	<u>Gallons Hedged/Mn</u>	<u>Start</u>	<u>End</u>	<u>Lock in Price/MMBtu</u>	<u>MMBtus Hedged/Mn</u>
Dec-2014	Dec-2015	\$2.769	425,026	*			
Feb-2015	Jan-2016	\$2.836	231,917	*			
Mar-2015	Feb-2016	\$2.807	231,917	*			
Apr-2015	Mar-2016	\$2.821	231,917	*			
Jul-2014	Apr-2016	\$2.863	204,265	*			
Jun-2015	May-2016	\$2.927	246,153	*			
Jul-2015	Jun-2016	\$2.865	246,152	*			
Aug-2015	Jul-2016	\$2.818	246,150	*			
Apr-2015	Aug-2016	\$2.736	208,878	*			
Oct-2015	Sep-2016	\$2.551	244,601	*			
Nov-2015	Oct-2016	\$2.395	244,599	*			
Dec-2015	Nov-2016	\$2.034	244,601	*			
Jan-2016	Dec-2016	\$1.810	241,927	*			
Feb-2016	Jan-2016	\$2.052	244,389	*			
Mar-2016	Feb-2017	\$1.920	244,391	*			
Apr-2016	Mar-2017	\$2.086	238,048	*			
May-2016	Apr-2017	\$1.997	241,846	*			
Jun-2016	May-2017	\$2.013	243,542	*			

Commodity Prices Assumed in Financial Plan						
	Diesel Fuel			Natural Gas		
	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
2015 February Plan	\$2.79	\$2.72	\$2.77	\$3.95	\$4.08	\$4.21

# Annual Impact as of June 30, 2015

	<u>(\$ in millions)</u>		
	<u>2015</u>	<u>2016</u>	<u>2017</u>
<b><u>Ultra Low Sulfur Diesel</u></b>			
Current Prices vs. February Plan	\$57.687	\$49.884	\$48.825
Impact of Hedge	<u>(37.413)</u>	<u>(10.703)</u>	<u>(0.155)</u>
<b>Net Impact: Fav/(Unfav)</b>	\$20.273	\$39.180	\$48.670
<b><u>Compressed Natural Gas</u></b>			
Current Prices vs. February Plan	(\$1.193)	(\$0.174)	\$8.129
Impact of Hedge	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>
<b>Net Impact: Fav/(Unfav)</b>	(\$1.193)	(\$0.174)	\$8.129
<b><u>Summary</u></b>			
Current Prices vs. February Plan	\$56.494	\$49.709	\$56.954
Impact of Hedge	<u>(37.413)</u>	<u>(10.703)</u>	<u>(0.155)</u>
<b>Net Impact: Fav/(Unfav)</b>	\$19.080	\$39.006	\$56.799

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

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**JULY 2015**  
**MTA REAL ESTATE**  
**FINANCE COMMITTEE AGENDA ITEMS**

**1. RESOLUTION**

**ALL-AGENCY**

- a. Resolution on statement of purpose regarding affordable housing

**2. ACTION ITEMS**

**MTA NEW YORK CITY TRANSIT**

- b. License agreement with Bais Brocho D'Karlin Stolin, Inc. for operation of a playground at 4318 New Utrecht Avenue, Brooklyn, NY
- c. Lease with Unique Candy Corp. for operation of a gift shop and newsstand at Woodhaven Boulevard Station, Queens, NY
- d. Lease with Unique Candy Corp. for operation of a newsstand at Lexington Avenue-53<sup>rd</sup> Street Station, New York, NY
- e. License with Linden Plaza Housing Co. Inc. for use of land by MTA NYCT at 671 Lincoln Avenue, Brooklyn, NY
- f. Extension of advertising license agreement with Outfront Media, Inc., for the MTA New York City Transit and Staten Island Rapid Transit Operating Authority systems

**MTA METRO-NORTH RAILROAD**

- g. License Agreement with 350 Park Eat LLC for the installation and maintenance of an emergency wireless communication system antenna serving Grand Central train shed and the Park Avenue Tunnel in New York, NY
- h. Modification of lease with Rite Aid of New York, Inc., dba Rite Aid, relating to space MC-10 at Grand Central Terminal
- i. Modification of lease with 25 Vanderbilt Corp., dba Piq, relating to space MC-08 at Grand Central Terminal

**MTA LONG ISLAND RAIL ROAD**

- j. Modifications of leases with One Penn Plaza, LLC, relating to space at One Penn Plaza, New York, NY
- k. Renewal of lease with 450 Seventh Avenue Associates for office space at 450 Seventh Avenue, New York, NY

## **MTA BUS COMPANY**

- l. Lease with 89th Jamaica Realty Co. LLC for use of bus bays at Jamaica Bus Terminal, Queens, NY

## **MTA CAPITAL CONSTRUCTION**

- m. Acquisition of easements for East Side Access ADA elevator at 280 Park Avenue
- n. Acquisition of easements for elevators at 335 Madison Avenue

## **MTA MANHATTAN AND BRONX SURFACE TRANSIT OPERATION AUTHORITY**

- o. Lease with Flor Realty Corp for use of retail space at 248 East 125<sup>th</sup> Street, New York, NY
- p. License with Topnotch Riverdale, Inc. for use of restroom facility at 542 Riverdale Avenue, Yonkers, NY

## **MTA HEADQUARTERS**

- q. Termination of sublease with Kura River Management Ltd, relating to garage at 2 Broadway, New York, NY

## **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. Status report on retail development at Grand Central Terminal
- e. Status report on retail development at Penn Station
- f. Permit between MTA Bridges and Tunnels and Gemini Residential, LLC, for Foundations Phase of Construction at the eastern edge of the Queens Midtown Tunnel Exit Lane between East 39th and East 40th in Manhattan
- g. Permit between MTA Bridges and Tunnels and 50 West Development, LLC, for the Performance of Survey Work on the rooftop of the Battery Parking Garage in lower Manhattan
- h. Permit between MTA Bridges and Tunnels and Adams & Co. Real Estate, LLC, for a Lane Closure at the Queens Midtown Tunnel's Manhattan Entrance Lane
- i. Amendment of Permit Agreement with Highland Sand & Gravel, Inc. in Highland Mills, New York
- j. Permit with Bike New York, Inc. for use of a portion of Metro-North's Poughkeepsie Station Parking Facility for the 2015 Discover Hudson Valley Bike Ride Event in Poughkeepsie, NY
- k. Permit between MTA Bridges and Tunnels and the Board of Directors of the 633 Third Avenue Condominium, for the closure of a lane of traffic and temporary installation, maintenance and subsequent removal of scaffolding in the Queens Midtown Tunnel Exit Lane

<b>Legal Name</b>	<b>Popular Name</b>	<b>Abbreviation</b>
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).*

Resolution on Statement of Purpose regarding Affordable Housing

WHEREAS, the lack of affordable housing in certain parts of the New York City metropolitan area places a heavy burden on New York families and impairs efforts to reduce housing costs and segregation; and

WHEREAS, it is the public policy of the State of New York to attempt to ease the affordable housing crisis and to end residential segregation; and

WHEREAS, it is in the interest of the MTA to maximize its revenues to achieve its mission by monetizing the value of surplus real property, including selling or leasing unused land, selling transferable development rights and facilitating joint development projects in a manner that facilitates the public policy of the State of New York;

IT IS THEREFORE RESOLVED THAT:

1. When the MTA is contemplating the sale, lease, or transfer of any real property interests with knowledge that such property may include housing units in any community or county which has enforceable affordable housing requirements that are applied uniformly and not to the specific economic disadvantage of MTA, the MTA will require that the transferee of such property comply with all such applicable affordable housing requirements.
2. In connection with any consummated transaction described by paragraph 1 of this Resolution, the MTA shall identify publicly the extent to which an affordable housing component has been included, if at all, and shall identify publicly its reasons for its decision in relation to the affordable housing component.

# **MTA NEW YORK CITY TRANSIT**

# Staff Summary

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

Date <b>JULY 20, 2015</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	7/20/15	X		
2	Board	7/22/15	X		

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

**AGENCY:** MTA New York City Transit ("NYCT")  
**LICENSOR:** Bais Brocho D'Karlin Stolin, Inc. ("Bais Brocho")  
**LOCATION:** 4318 New Utrecht Avenue, Brooklyn (also known as Kings County, block 5602, lot 22)  
**ACTIVITY:** Playground  
**ACTION REQUESTED:** Approval of terms  
**TERM:** 5 years, terminable at will with 60 days' notice  
**SPACE:** Approximately 5,092 square feet of land  
**COMPENSATION:** \$34,000 in Year 1; 3% escalation, compounded annually

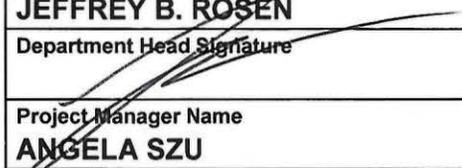
**COMMENTS:**

The subject parcel is a vacant, unimproved lot on New Utrecht Avenue in the vicinity of the Fort Hamilton Parkway Station of NYCT's West End line. NYCT plans to construct a power substation on this lot at some point in the future, but such construction has not yet been scheduled. Pursuant to a request from Bais Brocho, NYCT has reviewed and approved licensing this parcel with the stipulation that the license be terminable at will on 60 days' notice and that there be no improvements to the property that require foundations.

The property was publicly advertised in a Request for Proposals ("RFP"), offering a 5-year license with a 60-day at-will termination clause. The sole respondent to the RFP, Bais Brocho, is a not-for-profit domestic business corporation that operates a school and proposes to use the subject parcel as a playground. Bais Brocho's offer meets the asking compensation specified in the RFP, and it has the resources to undertake the limited improvements that will be required.

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

# Staff Summary

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

Date <b>JULY 20, 2015</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	7/20/15	X		
2	Board	7/22/15	X		

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

AGENCY: MTA New York City Transit ("NYCT")  
 LESSEE: Unique Candy Corp.  
 LOCATION: Woodhaven Boulevard Station, Unit 01 and Unit 02, Queens  
 ACTIVITY: Gift Shop and newsstand  
 ACTION REQUESTED: Approval of terms  
 TERM: 10 years  
 SPACE: Approximately 150 square feet each, 300 square feet total

COMPENSATION:	<u>Year</u>	<u>Annual</u>	<u>Monthly</u>	<u>% Increase</u>	<u>Per Sq. Ft.</u>
	1	\$55,000.00	\$4,583.33		\$183.33
	2	\$55,000.00	\$4,583.33	0.00%	\$183.33
	3	\$55,000.00	\$4,583.33	0.00%	\$183.33
	4	\$56,650.00	\$4,720.83	3.00%	\$188.83
	5	\$56,650.00	\$4,720.83	0.00%	\$188.83
	6	\$56,650.00	\$4,720.83	0.00%	\$188.83
	7	\$56,650.00	\$4,720.83	0.00%	\$188.83
	8	\$58,300.00	\$4,858.33	2.91%	\$194.33
	9	\$58,300.00	\$4,858.33	0.00%	\$194.33
	10	\$58,300.00	\$4,858.33	0.00%	\$194.33

**COMMENTS:**

MTA Real Estate issued a Request for Proposals ("RFP") for two concessions located in the paid zone on the mezzanine of the Woodhaven Boulevard Station on the Queens Boulevard Line. Proposers were encouraged to submit proposals for both locations. In response to the RFP, three proposals were received, as follows:

# Staff Summary

## FINANCE COMMITTEE MEETING Unique Candy Corp. (Cont'd.)

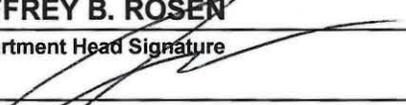
Name of Proposer	Store	First Year Compensation	Present Value: Ten Year Term, 9% Discount Rate
Unique Candy Corp.	Unit 01 & Unit 02	\$55,000	\$361,668.44
S.F. News Inc.	Unit 01 & Unit 02	\$46,000	\$331,441.65
Mohammed Elias Khan	Unit 02 only	\$34,000	\$273,799.57

As shown above, the third proposer, Mohammed Elias Khan, bid on only one of the units.

Unique Candy Corp. has 3 partners: Mohammed Kamal Hossain, Ziaur Bhuiyan, and Mohammad Ibrahim. Mr. Hossain has 17 years of general business management experience, Mr. Bhuiyan has over 10 years of construction management and oversight experience, and Mr. Ibrahim has 10 years of managerial experience at a NYCT newsstand. Satisfactory credit and background checks were conducted on all three partners and they have sufficient combined financial capacity to complete the construction improvements required. Unique Candy Corp.'s proposal is within the range of the estimates provided by MTA Real Estate's independent consultant.

Based on the forgoing, MTA Real Estate requests authorization to enter into a lease agreement with Unique Candy Corp. on the above-described terms and conditions.

# Staff Summary

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

Date <b>JULY 20, 2015</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	7/20/15	X		
2	Board	7/22/15	X		

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

AGENCY: MTA New York City Transit ("NYCT")  
 LESSEE: Unique Candy Corp.  
 LOCATION: 53<sup>rd</sup> Street-Lexington Avenue Station, Manhattan  
 ACTIVITY: Newsstand  
 ACTION REQUESTED: Approval of terms  
 TERM: 10 years  
 SPACE: Approximately 192 square feet

COMPENSATION:	<u>Year</u>	<u>Annual</u>	<u>Monthly</u>	<u>% Increase</u>	<u>Per Sq. Ft.</u>
	1	\$24,000.00	\$2,000.00		\$125.00
	2	\$24,000.00	\$2,000.00	0.00%	\$125.00
	3	\$24,000.00	\$2,000.00	0.00%	\$125.00
	4	\$24,720.00	\$2,060.00	3.00%	\$128.75
	5	\$24,720.00	\$2,060.00	0.00%	\$128.75
	6	\$24,720.00	\$2,060.00	0.00%	\$128.75
	7	\$24,720.00	\$2,060.00	0.00%	\$128.75
	8	\$25,680.00	\$2,140.00	3.88%	\$133.75
	9	\$25,680.00	\$2,140.00	0.00%	\$133.75
	10	\$25,680.00	\$2,140.00	0.00%	\$133.75

**COMMENTS:**

In response to a request for proposals ("RFP") for a newly created retail/newsstand concession in the free zone along the mezzanine corridor at NYCT's 53<sup>rd</sup> Street-Lexington Avenue Station, three proposals were received. The bid of the top proposer, Unique Candy Corp., is as follows:

# Staff Summary

## FINANCE COMMITTEE MEETING Unique Candy Corp. (Cont'd.)

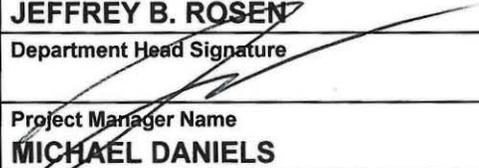
Name of Proposer	First Year Compensation	Present Value: Ten Year Term, 9% Discount Rate
Unique Candy Corp.	\$24,000	\$158,151.28

Bids were also received from Al Haqq Business Inc., but Al Haqq's proposal was disqualified as the principals refused to authorize the mandatory credit and background checks. A second proposer, Debu Inc., withdrew its proposal after it was awarded another newsstand at the 103<sup>rd</sup> Street Station, not wanting to overextend itself. Unique Candy Corp.'s proposed rent exceeds the estimated fair market value provided by MTA Real Estate's independent consultant.

Unique Candy Corp. has 3 partners: Mohammed Kamal Hossain, Ziaur Bhuiyan, and Mohammad Ibrahim. Mr. Hossain has 17 years of general business management experience, Mr. Bhuiyan has over 10 years of construction management and oversight experience, and Mr. Ibrahim has 10 years of managerial experience at a NYCT newsstand. Satisfactory credit and background checks were conducted on all three partners and they have sufficient combined financial capacity to complete the construction improvements required.

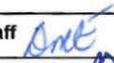
Based on the forgoing, MTA Real Estate requests authorization to enter into a lease agreement with Unique Candy Corp. on the above-described terms and conditions.

# Staff Summary

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

Date <b>JULY 20, 2015</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	7/20/15	X		
2	Board	7/22/15	X		

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

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

LICENSOR: Linden Plaza Housing Co., Inc.

LOCATION: Approximately 6,000 square feet (grass area), adjacent to Pitkin Yard at 671 Lincoln Avenue, Brooklyn, NY

USE: To house construction trailers and store material

ACTION REQUESTED: Approval of terms

TERM: 10 years

FEE: None

TERMINATION: Licensee may terminate with 120 days prior written notice after the 7th year

SERVICES AND LANDSCAPING: At NYCT's expense

ELECTRICITY: NYCT will run power from Pitkin Yard service

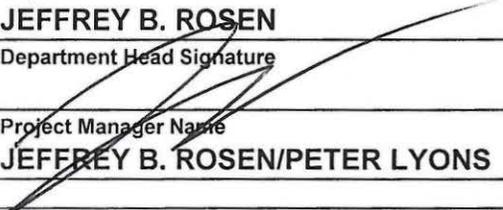
LICENSEE ALTERATIONS: NYCT will install fencing, lighting and concrete slabs for trailers and material. NYCT will be responsible for full restoration upon expiration

COMMENTS:

There is inadequate space at Pitkin Yard to house contractors that will be involved in the delivery and warranty support for the R-179 contract cars. This adjacent property will be used to accommodate such contractors, and will also be used by CPM contractors that are involved in Pitkin Yard facility upgrades.

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

# Staff Summary

Subject <b>EXTENSION OF ADVERTISING LICENSE</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JEFFREY B. ROSEN</b>
Department Head Signature 
Project Manager Name <b>JEFFREY B. ROSEN/PETER LYONS</b>

Date <b>July 20, 2015</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	07/20/15	X		
2	Board	07/22/15	X		

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

AGENCY: MTA New York City Transit ("NYCT")  
 LICENSEE: Outfront Media, Inc. (successor to CBS Outdoor Group Inc.)  
 LOCATION: NYCT Subway System  
 ACTIVITY: Advertising  
 ACTION REQUESTED: Extension of Advertising License

**COMMENTS:**

Outfront Media, Inc. ("Outfront") is the advertising licensee for the NYCT subway system and the SIRTOA system under a license agreement that commenced January 1, 2006 and expires on December 31, 2015 (the "Subway Advertising Agreement"). Under the terms of the Subway Advertising Agreement, Outfront sells the available advertising space to brands and media buyers, posts or electronically displays the ads, collects the associated revenues, and pays to NYCT and SIRTOA the agreed upon compensation. The compensation on an annual basis is the greater of a specified minimum annual guarantee ("MAG") or a specified percentage of Outfront's gross receipts. In 2014, the revenue share to NYCT and SIRTOA under the Subway Advertising License was \$73 million, which was in excess of the 2015 MAG of \$70,022,700. Outfront is also the advertising licensee for MTA's commuter rail and bus systems (as the successor to Titan Outdoor) and for the NYCT's billboards (as successor to Van Wagner) under licenses that expire on December 31, 2016.

The transit advertising industry is evolving rapidly in anticipation of large-scale (and highly capital-intensive) transitions from static printed media to digital screens, competition from mobile phones that will have connectivity everywhere, the use of data to segment and target audiences, and the automation of the advertising sales and placement process.

In recognition of this shifting ground, MTA and agency staff have been working intensively on the development of a strategic plan for the next round of competitive solicitations for MTA's advertising licenses. It is recommended that all of the concessions (i.e. NYCT subway/SIRTOA, commuter rail, buses and billboards) be offered simultaneously so that MTA has the maximum flexibility to allocate specific concessions among proposers in a way that optimizes MTA's overall revenue and operational benefits. It is anticipated that the request for proposals for these concession opportunities would be released at the end of 2015 or early 2016 with awards to be made in sufficient time to allow those firms that are awarded licenses to be ready to take over at the expiration of the existing agreements.

# Staff Summary

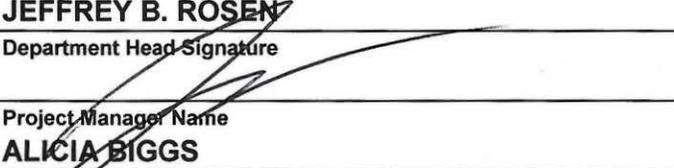
## FINANCE COMMITTEE MEETING Outfront Media, Inc (Cont'd.)

To make this timing work, the expiration date of the Subway Advertising Agreement would need to be extended by one year to December 31, 2016. Under such proposed extension, the MTA would continue to receive the same revenue share and MAG as before.

Based on the foregoing, MTA Real Estate requests authorization to extend the expiration date of the Subway Advertising Agreement by one year to December 31, 2016, while reserving the right to exercise an earlier termination of the Subway Advertising Agreement as well as Outfront's commuter rail and bus licenses, on or after July 1, 2015, upon not less than three months' notice to Outfront.

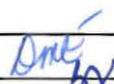
# **MTA METRO NORTH RAILROAD**

# Staff Summary

Subject <b>LICENSE AGREEMENT</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JEFFREY B. ROSEN</b>
Department Head Signature 
Project Manager Name <b>ALICIA BIGGS</b>

Date <b>JULY 20, 2015</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	7/20/15	X		
2	Board	7/22/15	X		

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

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

LICENSOR: 350 Park Eat LLC

LOCATION: Metro-North emergency exit door that leads from the Park Avenue Tunnel to 52<sup>nd</sup> Street at 350 Park Avenue

ACTIVITY: Installation and maintenance of an emergency wireless communication system to serve Grand Central Terminal ("GCT") and the Park Avenue Tunnel.

ACTION REQUESTED: Approval of terms

TERM: The term will commence upon execution of the agreement and expire on January 1, 2040

COMPENSATION: None

**COMMENTS:**

New York City Fire Department ("FDNY") requirements for fire, emergency rescue and emergency medical service ("EMS") operations necessitate enhancements to the on-going Metro-North project for installation of a wireless communications system serving the GCT train shed and the Park Avenue Tunnels, known as the Congruent Communications Network ("CCN"). These enhancements will ensure adequate radio coverage for the fire ground communications and emergency command operations throughout the GCT train shed, Park Avenue Tunnel and the streets above, including the fire exits leading to the street level. As authorized by the Board on April 26, 2010, Metro-North signed a memorandum of understanding with the FDNY (effective January 20, 2010 to January 1, 2040) that governs the CCN installation.

Metro-North has identified the emergency exit door that leads from the station platform to 52<sup>nd</sup> Street at 350 Park Avenue as a priority location for the installation of an antenna. Metro-North does not have pre-existing rights to install such antenna, but 350 Park Eat LLC has agreed to allow it to do so.

FDNY will be responsible for the costs and expenses related to design and installation, and maintenance will be the responsibility of Metro-North.

Based on the foregoing, MTA Real Estate requests authorization to enter into a license agreement with 350 Park Eat LLC on the above-described terms and conditions.

# Staff Summary

Subject <b>LEASE MODIFICATION</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JEFFREY B. ROSEN</b>
Department Head Signature <i>[Signature]</i>
Project Manager Name <b>NANCY MARSHALL</b>

Date <b>July 20, 2015</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	07/20/15	X		
2	Board	07/22/15	X		

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

**Narrative**

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

LESSEE: RITE AID OF NEW YORK, INC. dba Rite Aid ("Rite Aid")

LOCATION: Retail Space MC-10 at Grand Central Terminal (as shown on the attached Exhibit A)

ACTIVITY: Modification of lease dated as of July 30, 1997 (the "Rite Aid Lease")

ACTION REQUESTED: Approval of terms

TERM: Unchanged (lease will still expire on 8/31/19)

SPACE TO BE SURRENDERED BY LESSEE: 2,508 sf, as shown on the attached Exhibit B (the "Rite Aid Surrender Premises")

SPACE TO BE RETAINED BY LESSEE: 8,265 sf, as shown on such Exhibit B (the "Remaining Rite Aid Premises")

COMPENSATION: Minimum Rent will be reduced by \$163,541.64 per annum (proportionally, on a per sq. ft. basis, to the space reduction contemplated by this Staff Summary), resulting in a new Minimum Rent of \$538,944.12 per annum

Percentage Rent breakpoint will be adjusted proportionally to such reduction in Minimum Rent, resulting in a new breakpoint of \$17,964,804

**COMMENTS:**

51E42 Owner LLC/One Vanderbilt Owner LLC (as successor to 51E42 Owner LLC) ("Developer"), an affiliate of SL Green Realty Corp., is the current owner of the building known as 51 East 42<sup>nd</sup> Street (the "Building"), as well as other buildings on the block bounded by Vanderbilt and Madison Avenues and East 42<sup>nd</sup> and East 43<sup>rd</sup> Streets (the "Site"). Developer's predecessor-in-interest acquired the Building from the Penn Central Corporation ("Penn Central"), pursuant to a deed dated as of December 5, 1978 (the "Deed"). The Deed reserved to the grantor (i.e. Penn Central) fee ownership of a portion of the basement of the Building that includes the Rite Aid Surrender Premises (the "Retained Property"), but granted an easement to the Developer to maintain within the Retained Property the foundation and other support facilities of the existing Building at their current locations or to add new support facilities within the Retained Property for a new building, including the right to temporarily disrupt such use of the Retained Property in connection therewith. MTA is the lessee of the Retained Space under a lease of Grand Central Terminal and the Harlem and Hudson lines from the successor-in-interest to Penn Central, and Metro-North has occupancy of the Retained Property.

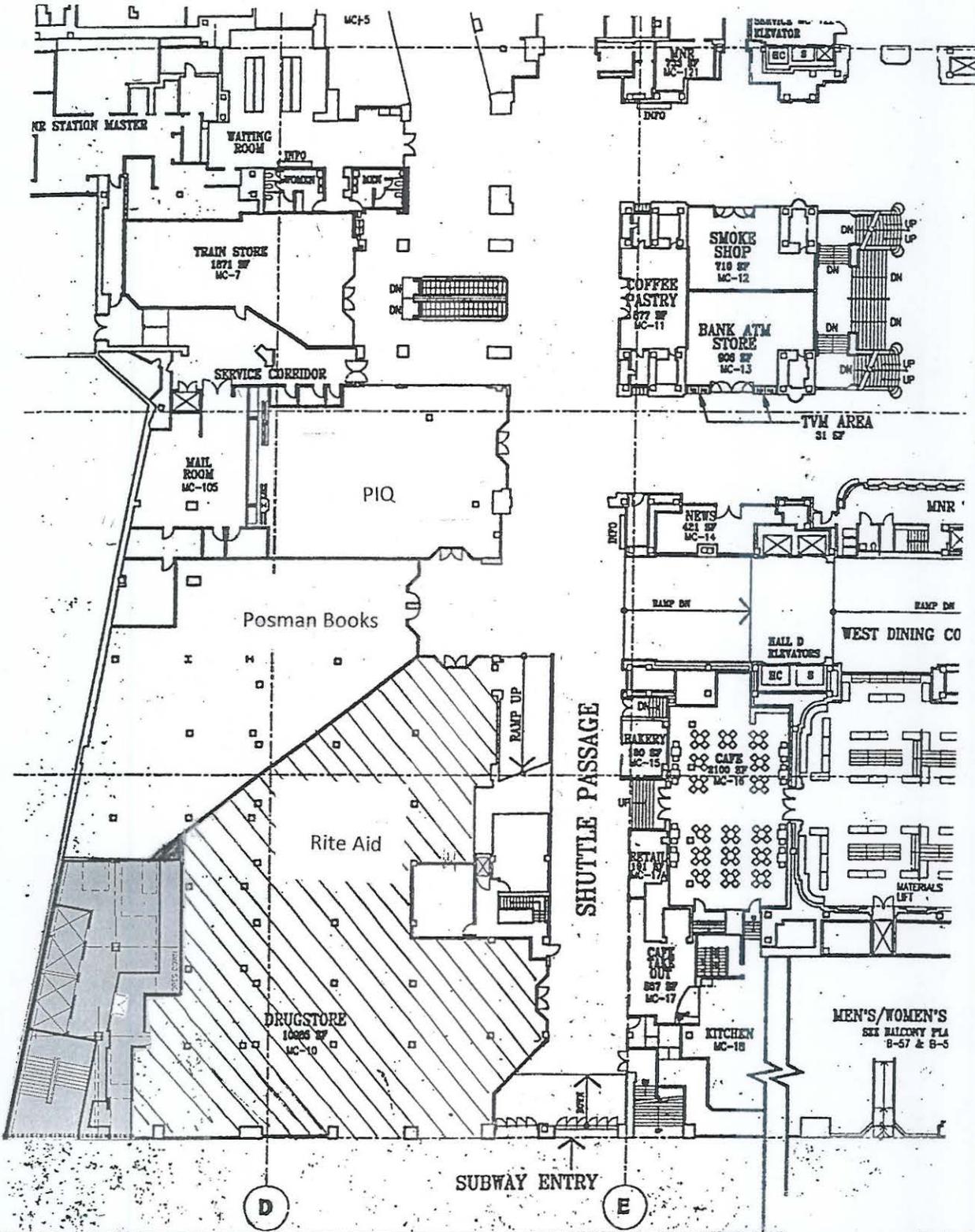
# Staff Summary

## FINANCE COMMITTEE MEETING Lease modification (cont'd.)

In accordance with the Deed, Developer has notified MTA/Metro-North that it intends to begin demolition of the Building and otherwise proceed with site preparation for construction on the Site of a new mixed-use tower, and that such work will entail dislocation of Rite Aid from the Rite Aid Surrender Space. At Metro-North's request, rather than restoring the Rite Aid Surrender Space to retail use upon completion of the sub-grade portion of such new building, Developer has agreed to construct a public corridor encompassing the Rite Aid Surrender Space to relieve existing crowding in the "Shuttle Passage" shown on the attached Exhibit A.

As required by the Deed, until Developer's work has been completed such that the public can use and enjoy the aforementioned new corridor, Developer will hold MTA/Metro-North harmless against the loss of income that will result from the above-described rent reduction under the Rite Aid Lease. Pursuant to the proposed lease modification, Rite Aid will be responsible for performing all tenant improvement work needed to demise and fit out the Remaining Rite Aid Premises, and, as between Rite Aid and MTA/Metro-North, Rite Aid will also be responsible for all costs of such tenant improvement work. Rite Aid and Developer will enter into a separate agreement, providing for the reimbursement of a portion of such costs by Developer directly to Rite Aid.

Based on the foregoing, MTA Real Estate requests authorization to enter into an amendment of lease on the above-described terms and conditions.



10065-10002/393863.9

Exhibit A

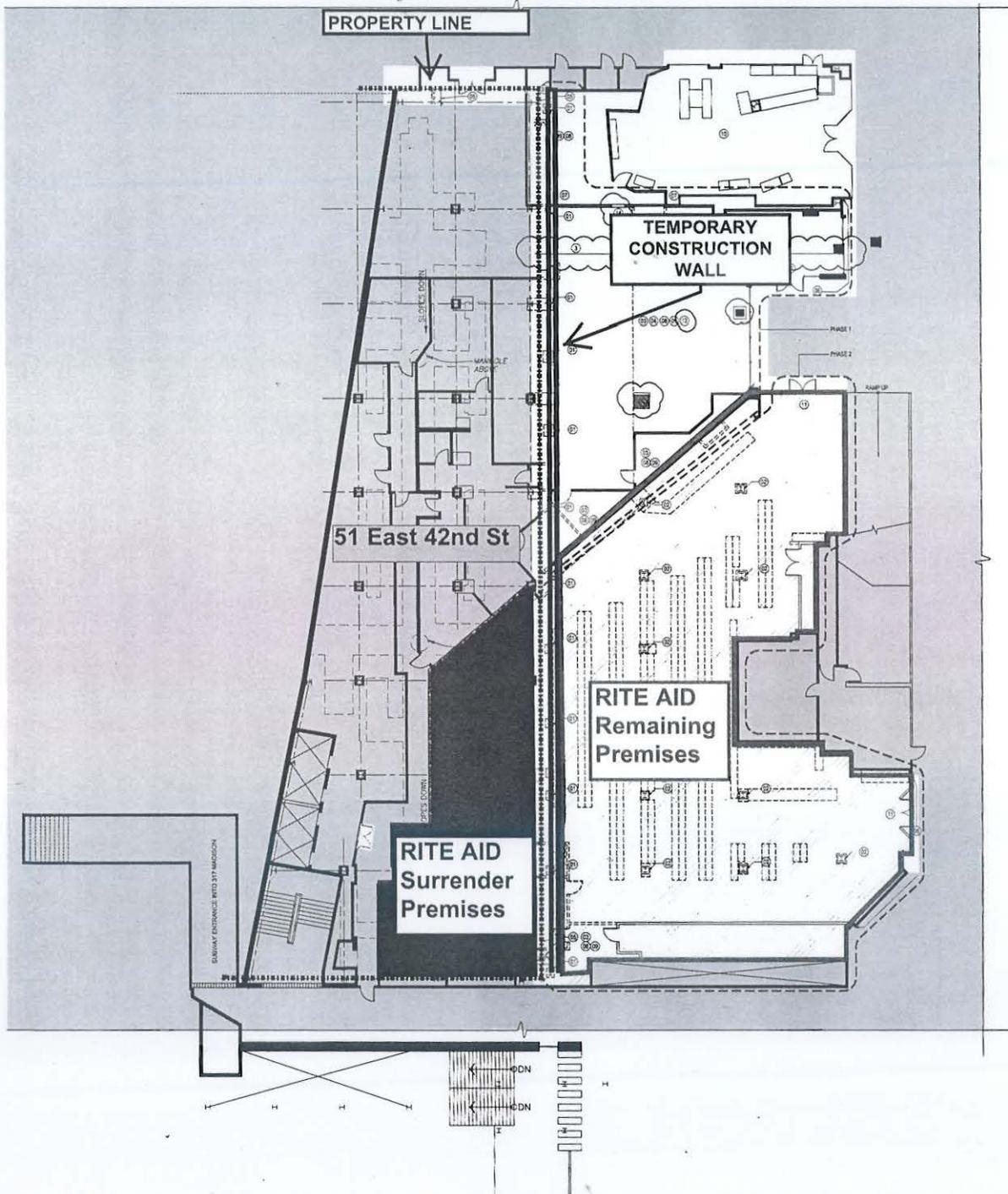
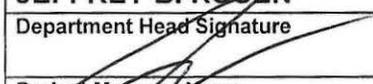


Exhibit B

# Staff Summary

Subject <b>LEASE MODIFICATION</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>July 20, 2015</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	07/20/115	X		
2	Board	07/22/15	X		

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

**Narrative**

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

LESSEE: 25 VANDERBILT CORP. dba PIQ ("PIQ")

LOCATION: Retail Space MC-08 at Grand Central Terminal (as shown on the attached Exhibit A)

ACTIVITY: Modification of lease dated as of October 31, 2010 (the "PIQ Lease")

ACTION REQUESTED: Approval of terms

TERM: Unchanged (lease will expire on 10/31/20)

SPACE TO BE SURRENDERED BY LESSEE: 129 sf, as shown on the attached Exhibit B (the "PIQ Surrender Premises")

SPACE TO BE RETAINED BY LESSEE: 2,036 sf, as shown on the attached Exhibit B (the "Remaining PIQ Premises")

**COMPENSATION:**

Annual Base Rent plus 10% of gross sales over Breakpoint, as follows:

Lease Year	Minimum Rent	PSF	Breakpoint
5	\$348,229.32	\$171.04	\$3,718,594.84
6	\$358,676.20	\$176.17	\$3,830,152.69
7	\$369,436.49	\$181.45	\$3,945,057.27
8	\$380,519.58	\$186.90	\$4,063,408.98
9	\$391,935.17	\$192.50	\$4,185,311.25
10	\$348,230.32	\$171.04	\$4,310,870.59

# Staff Summary

## FINANCE COMMITTEE MEETING Lease modification (cont'd.)

### COMMENTS:

51E42 Owner LLC/One Vanderbilt Owner LLC (as successor to 51E 42 Owner LLC) ("Developer"), an affiliate of SL Green Realty Corp., is the current owner of the building known as 51 East 42nd Street (the "Building"), as well as other buildings on the block bounded by Vanderbilt and Madison Avenues and East 42nd and East 43rd Streets (the "Site"). Developer's predecessor-in-interest acquired the Building from the Penn Central Corporation ("Penn Central") pursuant to a deed dated as of December 5, 1978 (the "Deed"). The Deed reserved to the grantor (i.e. Penn Central and its successors and assigns) fee ownership of a portion of the basement of the Building that includes the PIQ Surrender Premises (the "Retained Property"), but granted an easement to the Developer to maintain within the Retained Property the foundation and other support facilities of the existing Building at their current locations or to add new support facilities within the Retained Property for a new building, including the right to temporarily disrupt such use of the Retained Property in connection therewith. MTA is the lessee of the Retained Space under a lease of Grand Central Terminal and the Harlem and Hudson lines from the successor-in-interest to Penn Central, and Metro-North has occupancy of the Retained Property.

In accordance with the Deed, Developer has notified MTA/Metro-North that it intends to begin demolition of the Building and otherwise proceed with site preparation for construction on the Site of a new mixed-use tower, and that such work will entail dislocation of PIQ from the PIQ Surrender Space. At Metro-North's request, rather than restoring the PIQ Surrender Space to retail use upon completion of the sub-grade portion of such new building, Developer has agreed to construct a public corridor encompassing the PIQ Surrender Space, in order to help relieve existing crowding in the "Shuttle Passage" that is shown on the attached Exhibit A.

As required by the Deed, until Developer's work has been completed such that the public can use and enjoy the aforementioned new corridor, Developer will hold MTA/Metro-North harmless against the loss of income that will result from the above-described rent reduction under the PIQ Lease. Pursuant to the proposed lease modification, PIQ will be responsible for performing all tenant improvement work needed to demise and fit out the Remaining PIQ Premises, and PIQ will also be responsible for all costs of such tenant improvement work. PIQ and Developer will enter into a separate agreement, providing for the reimbursement of a portion of such costs by Developer directly to PIQ.

Based on the foregoing, MTA Real Estate requests authorization to enter into an amendment of lease on the above-described terms and conditions.

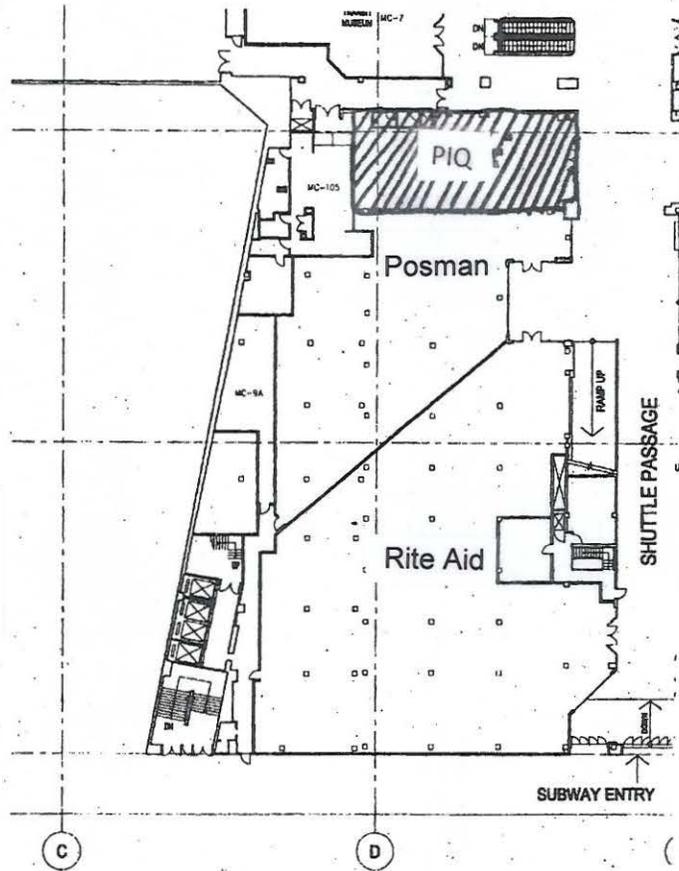


Exhibit A

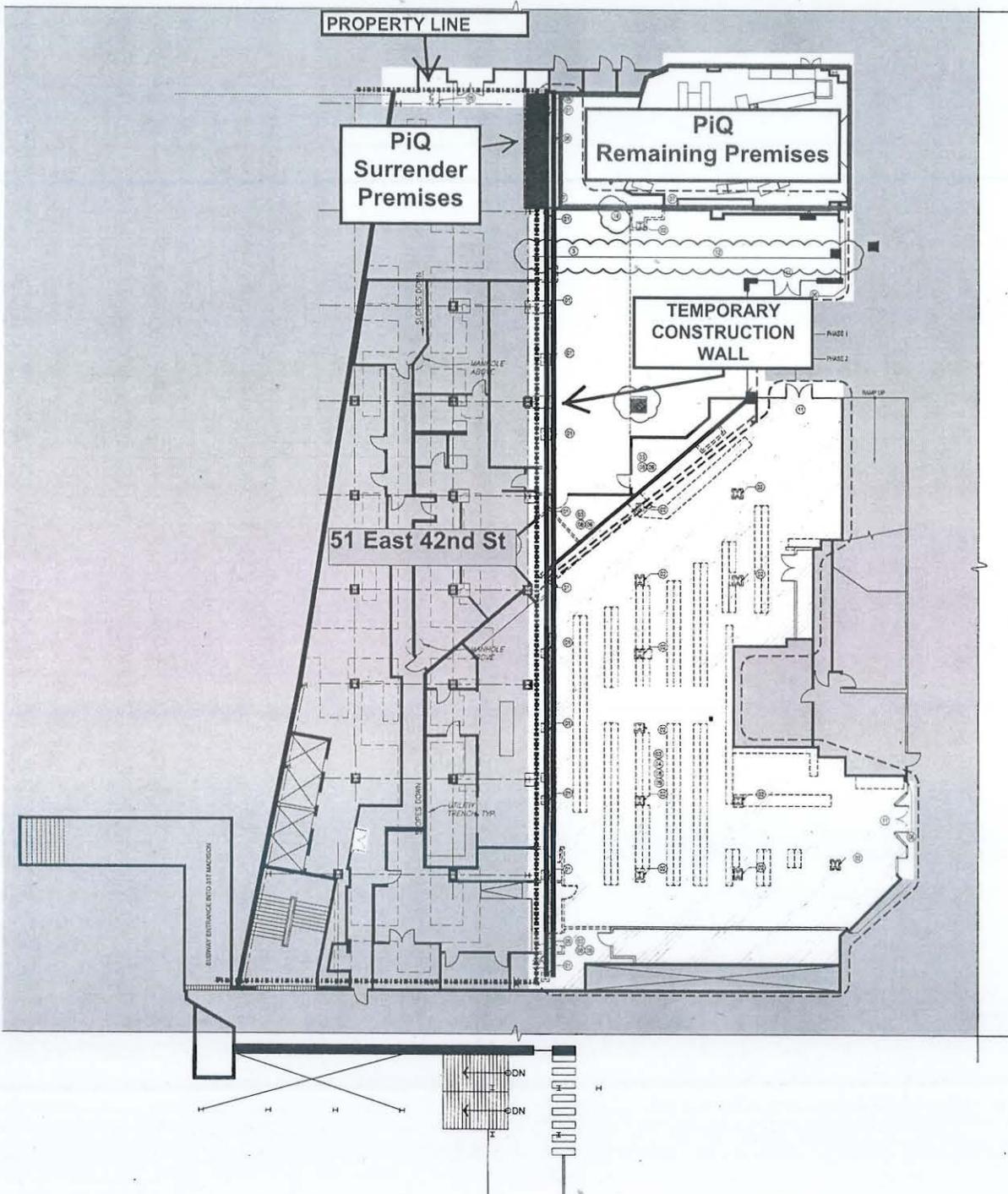
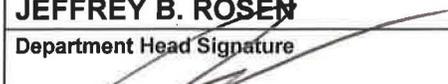


Exhibit B

# **MTA LONG ISLAND RAIL ROAD**

# Staff Summary

Subject <b>LEASE MODIFICATIONS</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JEFFREY B. ROSEN</b>
Department Head Signature 
Project Manager Name <b>MICHAEL BADER</b>

Date <b>JULY 20, 2015</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	7/20/15	X		
2	Board	7/22/15			

Internal Approvals			
Order	Approval	Order	Approval
1	Legal 		
2	Audit Services		 7/16/15
3	Chief Financial Officer 		
4	Chief of Staff 		

LANDLORD UNDER MASTER LEASE AND TENANT UNDER SPACE LEASE:

The Long Island Rail Road ("LIRR")

TENANT UNDER MASTER LEASE AND LANDLORD UNDER SPACE LEASE:

One Penn Plaza, LLC ("1PP"), an affiliate of Vornado Realty Trust

LOCATION:

Portions of Pennsylvania Station ("Penn Station") and the adjoining, privately-owned building known as One Penn Plaza

ACTIVITY:

Modification of leases (and settlement of disputes)

ACTION REQUESTED:

Approval of terms

MASTER LEASE PREMISES:

The portion of "Level A" at Penn Station (immediately adjoining part of the basement of One Penn Plaza) that is shown in yellow on the attached plan

SPACE LEASE PREMISES:

Approximately 21,289 rentable square feet of space in the portion of the basement of One Penn Plaza, as shown in blue on the attached plan

## BACKGROUND:

### A. The Master Lease.

Pursuant to a long-term lease from Amtrak, LIRR controls (among other things) the portion of Penn Station that lies in the bed of West 33rd Street, which includes the Master Lease Premises to which this staff summary relates as well as the pedestrian circulation area known as the 33rd Street Corridor (the "33rd St. Corridor"). The Master Lease Premises comprise the area between the northern edge of the 33rd St. Corridor and the southern property line of One Penn Plaza ("One Penn Plaza"), which varies in depth from 20 to 28 feet depending on the width of the 33rd St. Corridor. The stores that abut the north side of the 33rd Street Corridor (the "Stores") straddle such property line, and are located partially in the Master Lease Premises and partially in the basement of One Penn Plaza.

# Staff Summary

## FINANCE COMMITTEE MEETING LEASE MODIFICATIONS - One Penn Plaza, LLC (Cont'd.)

The Stores are permitted to extend into the Master Lease Premises, and thus to front on the 33<sup>rd</sup> St. Corridor, by virtue of a master lease dated November 21, 1968 that has heretofore been amended four times (as so amended, the "Master Lease"). The Master Lease was originally entered into by the Penn Central Company ("Penn Central") and Mid-City Associates, Inc. ("Mid-City"), the developer and first owner of One Penn Plaza. Penn Central's interest as landlord under the Master Lease was assigned to LIRR by Amtrak in 1988 and Mid-City's interest as tenant under the Lease was assigned by Mid-City to 1PP in 1998, when 1PP purchased the fee interest in One Penn Plaza from Mid-City. The Stores are operated pursuant to leases between 1PP, as landlord, and the respective proprietors of such stores (the "Store Tenants").

The term of the Master Lease is scheduled to expire in June 2023, but is subject to extension at the tenant's option for three successive renewal periods of 25 years each.

### B. The Space Lease

Separately, LIRR has occupied the Space Lease Premises since 1991, as the tenant under the lease that was referenced in the attached October 2011 staff summary (the "Space Lease"). The term of the Space Lease was previously extended from January 1, 2012 through January 1, 2015 as contemplated by such staff summary, and has remained in effect since January 1 of this year on a month-to-month basis. LIRR and MTAPD use the Space Lease Premises for various essential back-of-house functions, including a station master's office, facilities housing MTAPD detectives and canines and locker room facilities for train crews. Such functions must be located in close proximity to LIRR's operations at Penn Station, and -- in the absence of progress on the redevelopment of the proposed new Moynihan Station (which would free up space at Penn Station that is currently occupied by Amtrak) -- LIRR and MTA Real Estate have been unable to identify suitable replacement space to house such functions.

## PROPOSED AGREEMENTS:

### A. Settlement of Dispute Relating to Master Lease Rent

The Master Lease provides for the payment to LIRR of base rent (the "Base Rent"), in fixed amounts that are subject to periodic increase pursuant to a specified reset formula (the "Rent Reset Formula"), plus percentage rent (the "Percentage Rent"), in amounts to be determined based on the extent to which 1PP's income from the Stores and certain other below-grade portions of One Penn Plaza (the "Percentage Rent Premises") exceeds a specified breakpoint that is likewise subject to adjustment pursuant to the Rent Reset Formula.

The parties have been seeking to resolve an ongoing dispute with respect to the interpretation of the provision of the Master Lease that governs the application of the Rent Reset Formula (the "Rent Reset Provision"), the resolution of which has been impeded by the following factors:

- The original drafters of the Lease are not to be found.
- The Rent Reset Provision incorporates by reference percentage rent provisions of a ground lease between Mid-City (as tenant) and a former fee owner of the land underlying One Penn Plaza, only a portion of which ground lease is now available, which ground lease has since been rendered moot by reason of the acquisition of such fee position by 1PP, and which ground lease, if it were still in effect, would in turn depend for its implementation on information with respect to early operating expenses at One Penn Plaza that is no longer obtainable.
- LIRR did not become the landlord under the Master Lease until 1988 and 1PP did not become the tenant under the Master Lease until 1999, following the completion of a reset exercise that had resulted in a determination that no increase in the Base Rent was then required, and accordingly there has been no previous course of dealing with respect to the Rent Reset Provision between LIRR and 1PP, the current parties to the Master Lease.
- Auditing calculations under the Rent Reset Provision, as the Rent Reset Provision is currently drafted, entails investigation and review of revenues and expenses relating to the entirety of One Penn Plaza and not just the Percentage Rent Premises.

# Staff Summary

## FINANCE COMMITTEE MEETING LEASE MODIFICATIONS - One Penn Plaza, LLC (Cont'd.)

The proposed modification of the Master Lease will effect a settlement of such dispute, endorsed by MTA Legal and MTA Audit as well as MTA Real Estate, that will allow the parties to avoid costly litigation and result in the immediate payment to the MTA of (depending on the effective date of the Settlement) approximately \$530,000. Such settlement (the “Proposed Rent Settlement”) will also greatly simplify calculations relating to future resets and the auditing of such calculations by the MTA.

Pending resolution of the dispute, 1PP has been paying Base Rent at the rate of \$938,658 per annum (up from \$442,812 prior to October 1, 2009), which is \$91,549 less than the \$1,030,207 per annum that the MTA has asserted 1PP should be paying. In the meanwhile, however, 1PP has continued to pay Percentage Rent calculated on the basis of the old breakpoint of \$384,307, rather than the \$894,094 breakpoint MTA Audit figures 1PP should be using, so that the amount of the resulting shortfall has not been as large as it might otherwise have been.

The dispute has turned on two distinct issues:

- Rent Reset Dates. First, a literal reading of the Rent Reset Provision indicates that the resets were to occur at the beginning of the 20<sup>th</sup> year of the term of the Master Lease, which commenced on October 1, 1969, and then every ten years thereafter; and consequently the MTA has asserted that the Base Rent (and related breakpoint for purposes of calculating Percentage Rent) should have been adjusted as of October 1, 2008. However, 1PP has argued that, consistent with common industry practice, the intention of the Rent Reset Provision was to afford the tenant a full 20 years (rather than 19) prior to the first reset, so that the Base Rent and such breakpoint were not due to be adjusted until October 1, 2009.
- Effect of Prior Increases. Second, read literally, the Rent Reset Provision would seem to suggest that the Rent Reset Formula was designed to result in compounding increases, such that the Base Rent as most recently adjusted pursuant to such formula would in turn be multiplied by a factor reflecting increases in values not from the date of the most recent such adjustment but from a fixed point in time in the 1980s. However, 1PP has argued, persuasively, that the parties could not possibly have intended that to be the case, as it would result in manifestly excessive and untenable increases. The following table illustrates how the Rent Reset Formula, read literally, would result in increasingly onerous increases over the remainder of the Master Lease term (assuming that 1PP exercises its option to extend the term of the Master Lease beyond its current June 16, 2023 expiration date and that the tenant’s revenues and expenses increase at the rate of 3% per annum):

<b>Annual Rent Reset Year</b>	<b>Increase (%)</b>	<b>Base Rent (\$Millions)</b>
<b>2008</b>	225%	\$1.0
<b>2018</b>	300%	\$3.2
<b>2028</b>	420%	\$13.5
<b>2038</b>	565%	\$76
<b>2048</b>	759%	\$580
<b>2058</b>	1,020%	\$5,900
<b>2068</b>	1,370%	\$81,100
<b>2078</b>	1,840%	\$1,490,000
<b>2088</b>	2,480%	\$37,000,000
<b>2098</b>	3,330%	\$1,230,000,000

Pursuant to the Proposed Rent Settlement, 1PP will acquiesce in the MTA’s position with respect to the timing of the rent resets. And, insofar as the last reset is concerned, the parties will agree -- retroactively to October 1, 2008, and with prospective effect until the end of September 2018 (i.e. until the next reset) -- to rent adjustments very nearly as high as those argued for by the MTA; the Base Rent will be deemed to have increased to \$991,537 per annum (an increase of 224%), and the Percentage Rent breakpoint to \$860,533. However, going forward, the Proposed Rent Settlement will modify the Rent Reset Formula in two respects. First, it will simplify accounting for future resets by (a) tying them to percentage increases in the tenant’s net operating income from the Percentage Rent Premises only, rather than its net

# Staff Summary

## FINANCE COMMITTEE MEETING LEASE MODIFICATIONS - One Penn Plaza, LLC (Cont'd.)

operating income from the entirety of One Penn Plaza, (b) attributing a fixed percentage of increases in One Penn Plaza's taxes to the Percentage Rent Premises, based on square footage, and (c) establishing a base operating expense with respect to the Percentage Rent Premises that will be assumed to increase at the rate of increases in the Consumer Price Index. And, second, it will eliminate the above-described compounding effect, so that each future reset more appropriately reflects increases in the net income from the Percentage Rent Premises since the previous reset.

### B. Appearance of Stores and Behavior of Store Tenants

For many years, LIRR has been frustrated by 1PP's failure to attract Store Tenants that could be depended upon to refrain from hawking beer and other grab-and-go offerings in a manner that impedes pedestrian flow in the 33<sup>rd</sup> St. Corridor, and to impose suitable controls on Store Tenant signage that would redress the visual clutter that has for too long characterized the north side of the 33<sup>rd</sup> Street Corridor — failures that many members of the public have attributed to the MTA.

However, 1PP's parent company, Vornado, has recently commenced an ambitious master planning exercise, with a view to very substantially upgrading One Penn Plaza, Two Penn Plaza and the associated above-and below-ground public areas, and is prepared, in connection with the Proposed Rent Settlement, to commit in the meanwhile to the very significant interim measures that are set forth in the attached letter.

### C. Extension of Space Lease Term

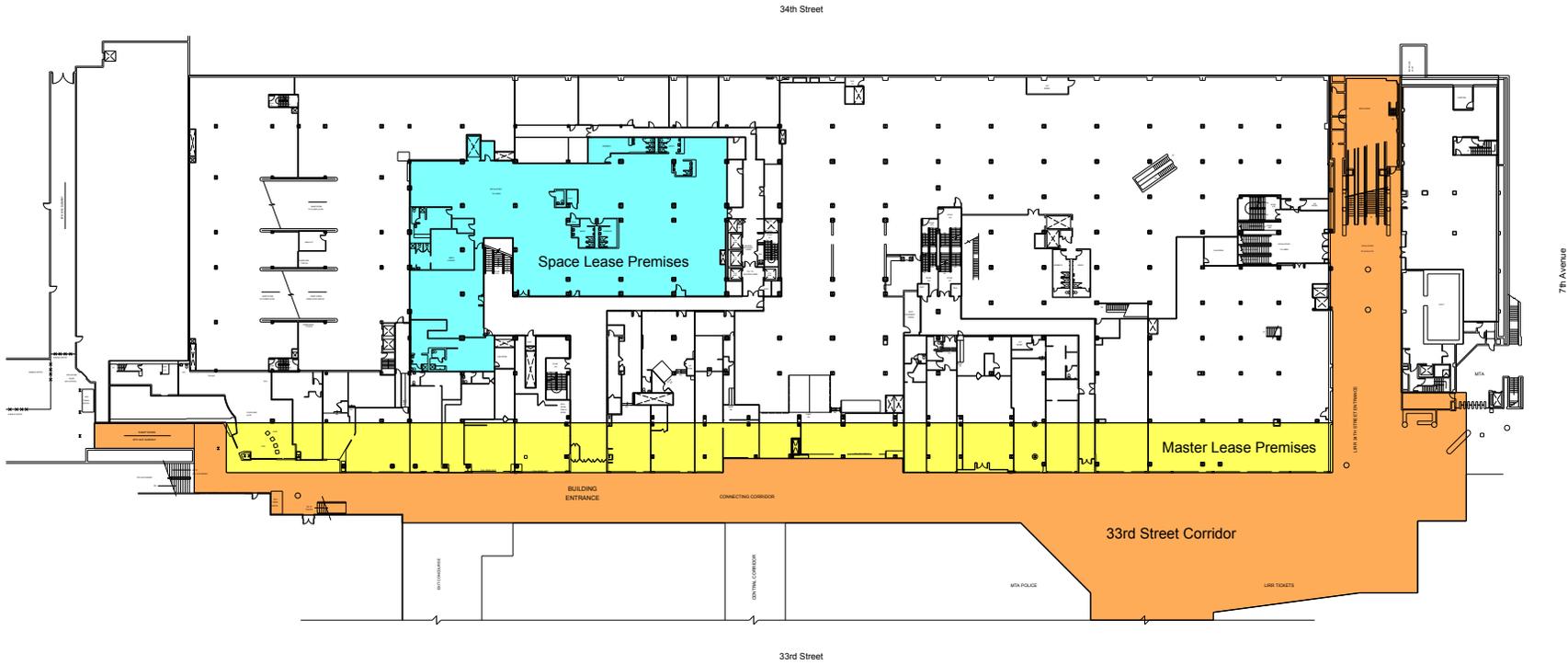
In connection with the Proposed Rent Settlement, the 1PP has agreed to further extend the term of the Space Lease, for an additional five years dating back to January 1, 2015. In consideration of such extension, the base rent will increase from \$55 to \$58 per square foot (retroactive to January 1, 2015 and to continue throughout the five-year term), while the operating expense and tax escalations and other terms described in the aforementioned 2011 staff summary will remain unchanged.

Based on the foregoing, authorization is hereby requested to enter into modifications of the Master Lease and Space Lease on the above-described terms and conditions.

# One Penn Plaza (N001)

## Lower Level 2

Master Page # 146 of 205 - Finance Committee Meeting 7/20/2015



ALL DIMENSIONS ARE APPROXIMATE AND ARE SUBJECT TO NORMAL BUILDING VARIATIONS.

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**Vornado Realty Trust**  
888 Seventh Ave  
44<sup>th</sup> Floor  
New York, NY 10019  
Tel 212-894-7000  
Fax 212-894-7070



July 16, 2015

Jeffrey Rosen  
Director of Real Estate  
Metropolitan Transportation Authority  
2 Broadway  
New York, NY 10004

Dear Jeff:

For some time we have engaged in a productive dialogue regarding the passenger experience along the Long Island Rail Road Concourse that runs underneath 33<sup>rd</sup> Street between Seventh and Eighth Avenues, including with respect to the retail spaces that we operate along the north side of that Concourse pursuant to the Master Lease between us. We appreciate your forceful advocacy on behalf of the MTA and its passengers, and we share your goals of improving both pedestrian flows and aesthetics in this critically important corridor. The purpose of this letter is to communicate our progress and plans for realizing those goals, in five key areas.

**First**, as you know we already are well underway with an initiative to realize meaningful short-term improvements through changes to the tenant mix, including bringing high-quality local and national brands to the Concourse. This includes the following recent leasing activity:

- Pret a Manger: opened April 2015 in space formerly occupied by Europan (see Exhibit A attached);
- Duane Reade: lease executed; expected to open third quarter 2015 in space formerly occupied by Riese Restaurants;
- Magnolia Bakery: lease executed; expected to open fourth quarter 2015 in space currently occupied by Cinnabon / Carvel.

In addition, we also expect to identify soon new tenants for the spaces formerly occupied by HSBC and Penn Books. As a result, as shown in Exhibit B nearly 40% of the retail frontage on the north side of the Concourse will have turned over in approximately one year. Alongside existing national brands such as Starbucks, we believe these new tenants will provide a dramatically improved aesthetic and function to the Concourse.

**Second**, we will immediately undertake a program to replace much of the existing retail signage on our premises<sup>1</sup> in the Concourse with new signage that complies in all material ways not only with our obligations under the Master Lease, but also with certain additional guidelines that you have proposed for the retail premises, including:

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<sup>1</sup> Signage replacement to include: Tasti D•lite (2), Planet Smoothie (2), Rose's Pizza (3), Moe's Southwest Grill, Charleys Philly Steaks, Le Bon Cafe, Soleman, and Central Market.

- Primary signage will remain within the designated horizontal sign bands above entrances, and will not contain information other than one business name and logo per store, except where such additional information is limited and part of the standard signage program of a national retailer that cannot reasonably be expected to change. Appropriately-designed supplementary storefront window signage may also be acceptable (as found at Starbucks within our premises, and at Chickpea within the MTA's retail premises). We understand that the intent of these guidelines is to ensure that storefront signage is tasteful and does not contribute to visual clutter along the Concourse;
- Signs will not extend width-wise beyond storefront openings (i.e., no signs on pillars);
- Signs (or other fixtures or FF&E of any kind, whether permanent or temporary) will not extend into the corridor, other than raised lettering as discussed below;
- Signs will have raised or cut-in lettering, with no visible gaps in background sheets over light boxes.

The attached Exhibit C illustrates the changes that will result from enforcing existing and new guidelines. Vornado will pay for this new signage program, which will impact even certain existing tenants whose existing signage complies fully with the existing Master Lease. We expect to complete this effort by September 1.

**Third**, we will pursue immediate tenant compliance with their existing obligations and certain additional guidelines in relation to the three-foot "Display Zones" at the entrances to their premises. This will include:

- Removal of any permanent fixtures (i.e., ATM machines, salad bars, cash wraps), floor-mounted signage, and accessible merchandise displays (including freestanding ice coolers), unless those fixtures, signage, or displays are configured in such a way that customer queuing is unlikely to extend into the corridor (i.e., at Pret A Manger, where an open merchandise case is oriented toward the center of the store rather than toward the Concourse);
- Removal of generic brand advertising and other non-compliant signage (including neon, flashing, or otherwise animated signs) that is highly visible from the corridor;
- Cessation of any activities (i.e., product sampling) that is likely to result in queuing that extends into the corridor.

Exhibit D illustrates non-compliant and compliant conditions in the Display Zones.

We also understand that the intent of the restrictions in the Display Zone is to minimize visual and physical clutter in the Concourse, and that some tenant activity outside of the Display Zone contributes to that clutter (e.g., generic brand advertising signage, neon and flashing signs, and fixtures that are likely to result in queuing that extends into the corridor). Going forward and in furtherance of our shared objectives, our design review for tenant improvements will apply the spirit of Display Zone restrictions to the adjacent area. We also will seek to make similar improvements for existing tenants (and in particular for any tenants that opened new spaces within the prior three months).

**Fourth**, we will implement a significantly more aggressive enforcement program in furtherance of the objectives outlined above. Our enforcement efforts will include:

- A letter to tenants reminding them of their obligations and informing them of our plans to step up enforcement;
- In-person meetings to communicate the same message;
- A dramatic increase in the frequency of surprise inspections by our on-site property management staff, who will advise that default notices should be served upon tenants found to have violations of these policies;
- If necessary, termination of leases for tenants who prove unable or unwilling to comply.

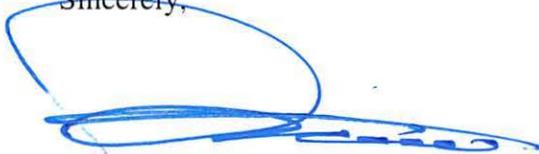
We would welcome your active participation in these enforcement actions on both the north and south sides of the Concourse, to promote a “culture of compliance” among both your retail tenants and ours.

**Fifth**, we are in the process of engaging an architect that will work with us and with you, at our expense, to propose a series of revisions to the current Design Guidelines (dated May 1996) that are incorporated into the Master Lease – including revisions to reflect the objectives outlined above and in your January 2015 proposal. These Design Guidelines will be updated to reflect the ways in which retail uses of the Concourse have changed over time, and will seek to balance the need for creativity and flexibility in design with the need to impose tight controls in certain areas. We expect to provide you with a draft of the new Design Guidelines by September 1 and would hope to finalize them with you as soon as possible thereafter.

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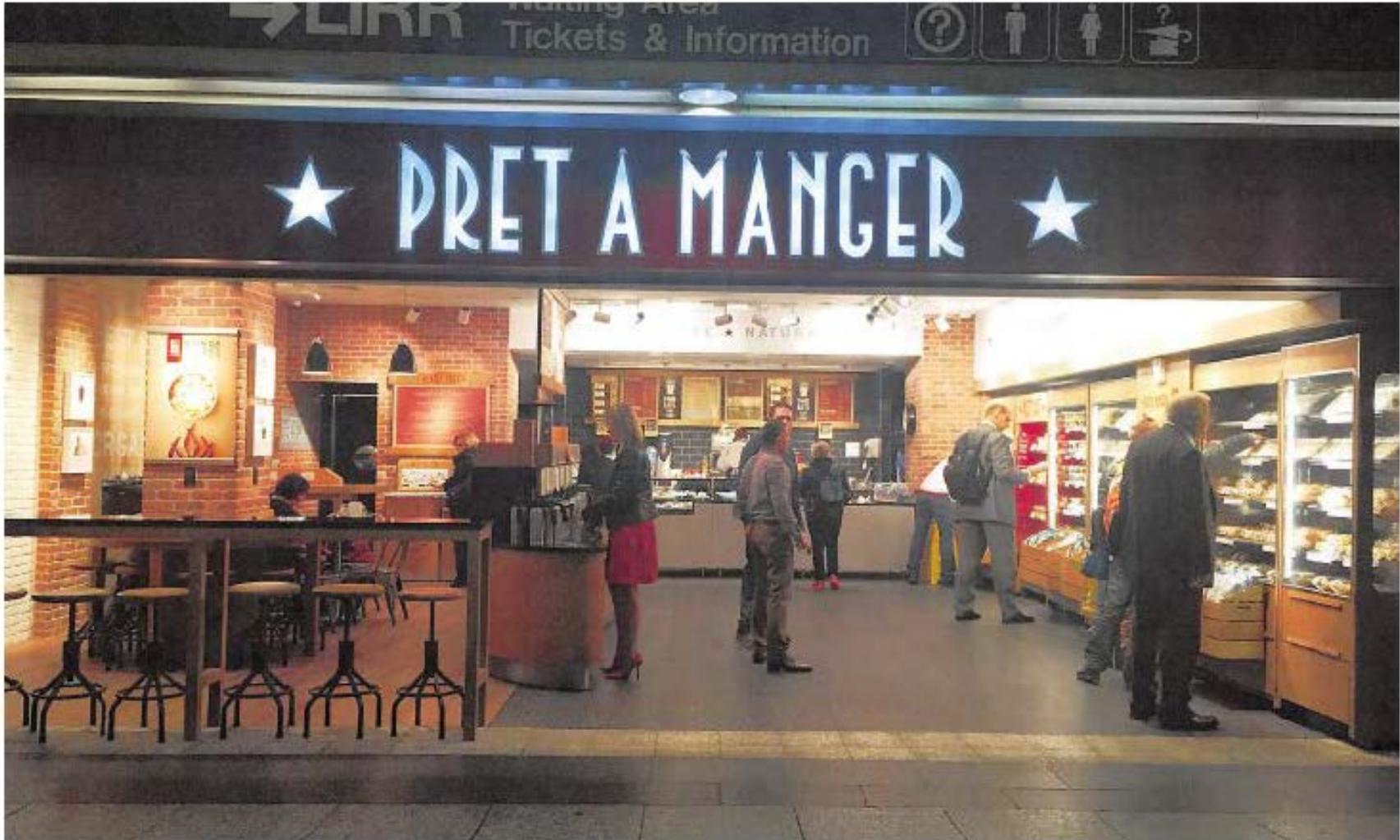
We believe the five actions outlined above represent a clear path to realizing improvements to the passenger experience along the Concourse. In the medium to long term, the MTA’s desire to see wholesale improvement to the Penn Station retail environment both in the Concourse and in the surrounding premises is perfectly consistent with Vornado’s vision for the Penn Station area, both at the street level and below grade. As you know, we have embarked on an effort to create a Master Plan for our holdings in the area, and it is our hope that this Master Plan will enable us to collaborate with the MTA and other public sector participants to realize dramatic improvements for commuters, shoppers, office workers, and tourists alike. We look forward to working closely with you and other members of the MTA’s leadership to create an experience worthy of this country’s most important transportation hub.

Sincerely,



David Greenbaum  
President, New York Division

**Exhibit A: Pret-A-Manger Space**



**Exhibit B: Concourse Retail Spaces With New Tenants (Shaded)**



ALL DIMENSIONS ARE APPROXIMATE AND ARE SUBJECT TO NORMAL BUILDING VARIATIONS.

**Exhibit C: Noncompliant and Compliant Signage**

**Noncompliant Signage**



**Compliant Signage**



**Exhibit D: Noncompliant and Compliant Conditions in the Display Zone**

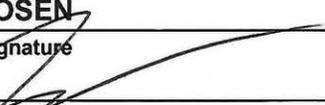
**Noncompliant Conditions**



**Compliant Conditions**



# Staff Summary

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

Date <b>JULY 20, 2015</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	7/20/15	X		
2	Board	7/22/15	X		

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

AGENCY: MTA Long Island Rail Road ("LIRR")  
 LANDLORD: 450 7<sup>th</sup> Avenue Associates, LLC c/o Kaufman Management Company, LLC ("Landlord")  
 LOCATION: 450 Seventh Avenue, New York, New York  
 ACTIVITY: Lease modification and renewal  
 ACTION REQUESTED: Approval of terms  
 TERM: 10 years, commencing September 15, 2014  
 SPACE: Portion of 20<sup>th</sup> Floor – approx. 7,848 rentable square feet and 4,870 usable sq. ft. (the "Premises")

RENT:	<u>Year</u>	<u>Annual Rent</u>	<u>Annual Rent PSF</u>
	1	\$345,312.00	\$44.00
	2	\$353,944.80	\$45.10
	3	\$362,793.42	\$46.23
	4	\$371,863.26	\$47.38
	5	\$381,159.84	\$48.57
	6	\$406,384.83	\$51.78
	7	\$416,544.45	\$53.08
	8	\$426,958.06	\$54.40
	9	\$437,632.02	\$55.76
	10	\$448,572.82	\$57.16

LANDLORD'S WORK: Landlord will contribute \$20 per rentable square foot for tenant improvements and at its cost will replace the HVAC units serving the premises.

RENEWAL OPTION: None

TENANT TERMINATION OPTION: As of 9/15/19 with 12 months' notice and a \$225,000 payment, plus unamortized tenant improvement allowance and leasing commission.

# Staff Summary

## FINANCE COMMITTEE MEETING

### Lease modification and renewal (Cont'd)

Page 2 of 2

SERVICES:	Maintenance and repairs by Landlord at Tenant's expense at actual cost
ELECTRICITY:	Submetered
ESCALATIONS:	Real estate taxes: Proportionate share over 2014/15 base year Operating expenses: Included in rent
SECURITY DEPOSIT:	None

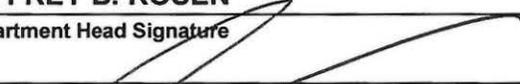
#### COMMENTS:

The MTA LIRR Special Projects department has occupied the Premises since 1997 and will continue to require space proximate to Penn Station in order to manage various projects for the next 10 years on an ongoing basis. Many of these projects entail 24/7 interaction with internal LIRR and external stakeholders at Penn Station and West Side Yards, including Amtrak, New Jersey Transit, contractors and utility companies. Multiple alternative locations for lease were identified, and evaluated, with assistance from Cushman & Wakefield, but renewing at this location proved to be the most cost-effective.

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

# **MTA BUS COMPANY**

# Staff Summary

Subject <b>LEASE</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JEFFREY B. ROSEN</b>
Department Head Signature 
Project Manager Name <b>MICHAEL DANIELS</b>

Date <b>JULY 20, 2015</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	7/20/15	X		
2	Board	7/22/15	X		

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

AGENCY: MTA Bus Company ("MTA Bus")

LANDLORD: 89th Jamaica Realty Company LLC ("89th Jamaica Realty")

LOCATION: Jamaica Bus Terminal - 89th Avenue between 165th Street and Merrick Boulevard, Queens

USE: Lease of bus bays at Jamaica Bus Terminal (the "Terminal")

ACTION REQUESTED: Approval of terms

TERM: 5/1/2014 - 3/31/2021

SPACE: Ten bus bays and access through Landlord's lot to and from the bus bays.

BASE RENT:

5/1/2014 – 4/30/2015	\$200,000.00 per annum / \$16,666.66 monthly
5/1/2015 – 4/30/2016	\$206,000.00 per annum / \$17,166.66 monthly
5/1/2016 – 4/30/2017	\$212,180.00 per annum / \$17,681.66 monthly
5/1/2017 – 4/30/2018	\$218,545.00 per annum / \$18,212.08 monthly
5/1/2018 – 4/30/2019	\$225,101.00 per annum / \$18,758.42 monthly
5/1/2019 – 4/30/2020	\$231,854.00 per annum / \$19,321.16 monthly
5/1/2020 – 3/31/2021	\$238,810.00 per annum / \$19,900.83 monthly

REPAIRS and UTILITIES: At Landlord expense

SNOW AND ICE REMOVAL: At Landlord expense

**COMMENTS:**

MTA Bus Company has been using 10 terminal bus bays at the Terminal for the Q6, Q8, Q9 and Q41 bus lines since 2006, when it succeeded to the operation of the assets and routes of the former private Green Bus Line Company, which had previously used the bays since 1988. Additional bus bays at the Terminal are leased to separate entities, namely NYCT (8 bays under a 30 year lease that commenced in 1991) and to Nassau County on behalf of the Nassau Inter County Express (6 bays under a 7-year lease that commenced in 2013.) The Terminal is a major intermodal hub servicing New York City and Nassau County commuters. It accommodates approximately 800 weekday bus arrivals and departures, serving approximately 34,000 riders each weekday.

# Staff Summary

## FINANCE COMMITTEE MEETING 89<sup>th</sup> Jamaica Realty (Cont'd.)

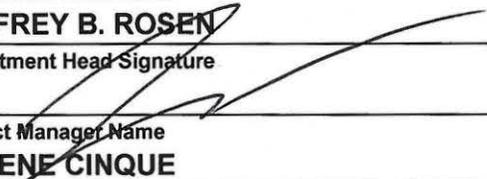
The property on which the Terminal is located is owned by a private entity, 89th Jamaica Realty. For many years, the parties proceeded as if MTA Bus (and its predecessor Green Line Bus) had a lease similar to NYCT's lease, which provides for only nominal rent by reason of the pedestrian traffic its buses bring to 89<sup>th</sup> Jamaica Realty's adjoining retail property. However, no written lease has been located, and in 2012, 89<sup>th</sup> Jamaica Realty commenced a lawsuit against MTA Bus for the fair rental value of MTA Bus's past and future use and occupancy of the Terminal. The proposed lease, in addition to securing MTA Bus's parking slots until 2021 (a time that coincides with the remaining term of NYCT's lease), will result in a full dismissal of such lawsuit, including all compensation claims against MTA Bus for past use and occupancy of the Terminal.

A market search has revealed no suitable or practical alternatives to maintaining the 10 terminal bus bays at its current location in the Terminal. The rental terms outlined above represent the best terms that MTA Real Estate can achieve through negotiation with 89th Jamaica Realty and reflect a rental unit value for bus bays that is significantly less than the rental unit value (about \$35,000 per bus bay per year) for bus bays that Nassau County leases at Jamaica Terminal under a 2012 lease.

Based on the foregoing, MTA Real Estate requests authorization to enter into a lease with 89th Jamaica Realty on the above described-terms and conditions.

# **MTA CAPITAL CONSTRUCTION**

# Staff Summary

Subject <b>EASEMENT AGREEMENT FOR ELEVATOR</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>JULY 20, 2015</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	7/20/15	X		
2	Board	7/22/15	X		

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

**AGENCY:** MTA Capital Construction Company ("MTACC")

**LOCATION:** Privately-owned plaza serving a 41-story office building located at 280 Park Avenue (on the north side of East 48th Street between Madison and Park Avenues) in Manhattan Tax Block 1284, Lot 26 (the "Property").

**ACTION REQUESTED:** Approval to enter into an agreement with the Property's owner, Broadway 280 Park Fee LLC ("280 Park"), for permanent and temporary easements to construct and permanently maintain a customer elevator that will serve the East Side Access Project ("ESA").

**COMMENTS:**

MTACC and MTA Real Estate are engaged in discussions to acquire permanent and temporary easements (the "Easements") to construct and permanently maintain an elevator for ADA customer access from 280 Park's public plaza area (on the north side of East 48th Street) to the Grand Central Concourse as part of MTA LIRR's ESA Project. In June 2013, the MTA Board approved an agreement between MTACC and 280 Park pursuant to which MTACC constructed a structural box for the ESA elevator while 280 Park was renovating its plaza. At this juncture, MTACC wishes to proceed with its portion of the elevator work, which includes installation of the elevator equipment and associated utility connections through the Property. This will require acquisition of the Easements.

It is uncertain whether MTA and 280 Park will reach agreement on the value of the Easements. If not, the parties are discussing an arrangement whereby compensation for the Easements would be determined through arbitration. If an arbitration arrangement cannot be reached that sufficiently protects MTA's interests, MTA must commence a condemnation proceeding under the Eminent Domain Procedure to secure the Easements.

Based on the foregoing, MTA Real Estate requests approval of the attached resolution authorizing MTA to commence the proposed acquisition.

# Staff Summary

FINANCE COMMITTEE MEETING  
280 Park Avenue (Cont'd.)

## BOARD RESOLUTION

**WHEREAS**, acquisition of permanent and temporary easements (the "Easements") in the property located at 280 Park Avenue, Manhattan, New York, a/k/a Block 1284, Lot 26 (the "Property") is required to construct and operate a new customer elevator serving Grand Central Terminal as part of the East Side Access Project.

**WHEREAS**, MTA Real Estate will seek to acquire the Easements at a reasonable price through a negotiated agreement or an arbitration process.

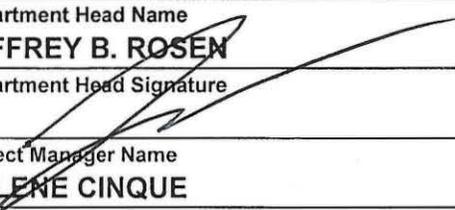
**WHEREAS**, if the parties cannot reach agreement on the terms for acquiring the Easements or the compensation to be paid for the Easements, acquisition of the Easements by eminent domain will be required.

### **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 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.

# Staff Summary

Subject <b>ACQUISITION OF EASEMENTS</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>July 20, 2015</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	7/20/15			
2	Board	7/22/15			

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 for elevators

AREA: Approx. 822 sq. ft. of permanent easements; approx. 884 square feet of temporary construction and access easements; and temporary construction impacts to the remaining approx. 32,000 square feet of basement space leased by a health spa.

ACTION REQUESTED: Approval of terms for acquisition of permanent and temporary easements

COMPENSATION: \$ 778,155 (assuming a one-year duration for all temporary easements)

**COMMENTS:**

This is to request approval of a proposed agreement that will convey to MTA permanent and temporary easements at 335 Madison Avenue, New York, New York (the "Property") to support construction and operation of two new elevators 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, has been redesigned as a two-stop, non-public elevator connecting Metro-North's existing Station Master's Office ("SMO") in Grand Central Terminal with the LIRR's new Terminal Management Center ("TMC") below. The TMC/SMO elevator will facilitate coordination of LIRR's and Metro-North's regular and emergency related activities. The permanent easements needed to construct and operate this elevator will be located in the Property's basement, which currently is being renovated by a tenant as a health spa. Temporary easements during construction also will be required in the Property's street-level lobby off 43<sup>rd</sup> Street. 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 the Property's basement, within a portion of the health spa tenant's demised premises; 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.

Following negotiations, a tentative agreement has been reached with the Owner to convey the permanent and temporary easements to MTA as follows:

# Staff Summary

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

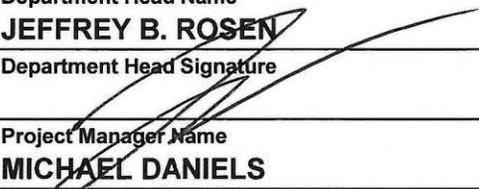
Permanent Easements:	\$ 173,000
Temporary Easements outside of the health spa:	\$ 125,155 per year
Impacts to the health spa:	\$ 480,000 per year
<hr/>	
Total Compensation:	\$ 778,155 (assuming a one year duration for all temporary easements)

The values for all permanent easements and all temporary easements outside the health spa are based on MTA's appraised values for those easements. The compensation for the health spa area is the equivalent of one year's rent under the health spa's lease with the Owner, which MTA's appraiser has determined to be at or below market rent. Backstopping the Owner's potential rent losses from the health spa tenant is a critical element in the compensation agreement from the Owner's perspective. As part of the agreement, the Owner will work out a separate deal with the tenant to abate the rent during MTA's construction phase and obtain the tenant's cooperation in a manner that also will allow the tenant to coordinate its build-out of the health club with MTA's work. If MTA does not have such an agreement in place and is compelled to acquire the easements by eminent domain, there is a significant risk that the tenant would terminate the lease due to alleged interference from MTA's elevator construction activities. Such a lease termination would give rise to significant damage claims against MTA by both the Owner (for lost rent, which escalates to over \$1 million per year) and by the tenant (for business interruption and trade fixtures).

The proposed agreement is fair and reasonable, will avoid eminent domain litigation that would be costly and likely delay the elevator project, and is in MTA's best interests. Based on the foregoing, MTA Real Estate requests authorization to enter into an agreement with the Owner on the above described-terms and conditions.

**MTA MANHATTAN  
AND BRONX SURFACE  
TRANSIT OPERATING  
AUTHORITY**

# Staff Summary

Subject <b>LEASE</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JEFFREY B. ROSEN</b>
Department Head Signature 
Project Manager Name <b>MICHAEL DANIELS</b>

Date <b>JULY 20, 2015</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	7/20/15	X		
2	Board	7/22/15	X		

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

AGENCY: MTA Manhattan and Bronx Surface Transit Operation Authority ("MaBSTOA")

LANDLORD: Flor Realty Corp.

LOCATION: 248 East 125th Street, NY, NY

USE: Swing room for bus operators and dispatchers

ACTION REQUESTED: Approval of terms

TERM: Five years, with 3% per annum rent escalation

SPACE: Approximately 700 square feet - 1st floor retail space

BASE RENT:

1st year	\$35,000.00 annum / \$2,916.67 monthly
2nd year	\$36,050.00 annum / \$3,004.17 monthly
3rd year	\$37,131.50 annum / \$3,094.29 monthly
4th year	\$38,245.45 annum / \$3,187.12 monthly
5th year	\$39,392.81 annum / \$3,282.73 monthly

TAX ESCALATION: Tenant to pay proportionate share over 2015/2016 base year

ELECTRICITY: Tenant expense via direct meter

HEAT AND AC: Landlord will provide heating and air conditioning units.. Tenant will be responsible for maintaining the units and the electric usage

SERVICES: Landlord, at its expense, to provide snow and ice removal

TERMINATION: Landlord or tenant may terminate with 120-days written notice

COMMENTS:

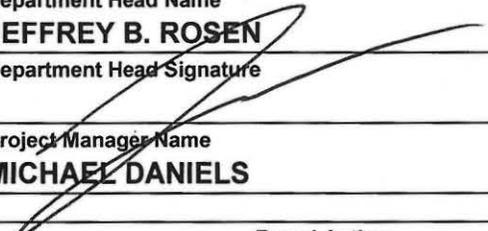
This space will be used seven days per week as swing room by approximately 220 bus operators and dispatchers of 19 bus lines. It is in close proximity to the recently closed NYCT 126th Street Bus Depot. The landlord will fit out the space at its own cost. A search revealed no suitable alternative spaces in the immediate area.

# Staff Summary

## FINANCE COMMITTEE MEETING Flor Realty (Cont'd.)

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

# Staff Summary

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

Date <b>JULY 20, 2015</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	7/20/15	X		
2	Board	7/22/15	X		

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

AGENCY: MTA Manhattan and Bronx Surface Transit Operation Authority (MaBSTOA)

LICENSOR: Topnotch Riverdale, Inc.

LOCATION: 542 Riverdale Ave, Yonkers, NY 10705

USE: Restroom facility (6am-6pm / 6-days a week)

ACTION REQUESTED: Approval of terms

TERM: 5 years

COMPENSATION: \$300.00 monthly / \$3,600.00 per annum

ANNUAL ESCALATION: 2% per annum

TERMINATION: By either party on 30 days' notice

SERVICES AND SUPPLIES: MaBSTOA will clean the restroom twice weekly and supply paper goods and shall replace any plumbing fixtures that break during the term

**COMMENTS:**

There is an immediate need for a restroom facility for bus operators of the BX 7 and BX 10 lines and dispatchers in this area. Restroom facilities located at a service station approximately one-half block north of the routes' termini had been used by bus personnel, and this agreement will allow the continuation of that use. There are no MTA-controlled facilities in the area that can serve such purpose, and based on an analysis of the local market, no other privately-owned facilities are available that meet the locational criteria. Approximately 100 bus operators, dispatchers and road operations personnel serving bus lines BX7 and BX10 will utilize this facility. The compensation is the lowest that could be achieved through negotiations with the owner.

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

# **MTA HEADQUARTERS**

# Staff Summary

Subject <b>LEASE TERMINATION</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JEFFREY B. ROSEN</b>
Department Head Signature 
Project Manager Name <b>MICHAEL BADER</b>

Date <b>JULY 20, 2015</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	07/20/15	X		
2	Board	07/22/15	X		

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

AGENCY: Metropolitan Transportation Authority ("MTA")  
 PROPERTY: 2 Broadway Garage (Manhattan Block 11, Lot 1)  
 TENANT: Kura River Management Ltd. ("Kura River")  
 ACTIVITY: Lease termination  
 ACTION REQUESTED: Authorization to commence steps for condemnation procedures  
 LEASED AREA: Entire garage (56 parking spaces in the basement of 2 Broadway)

## COMMENTS

In 1999, MTA entered into a long-term lease of 2 Broadway (49 years, with two 15-year options) with the building's owner, Zar Realty Management Corporation ("Zar"). The building has a plot area of 72,130 square feet and a gross building area of 1,595,000 square feet. MTA's master lease is subject to a pre-existing sub-lease to Kura River for a public parking garage in the basement with a legal capacity of 56 parking spaces. Kura River's lease with Zar, which was assigned to MTA, commenced on January 1, 1997, and will expire on December 31, 2026. The lease had a base rent of \$156,000 per year in the initial year, increasing at a rate of 3% per year. The current annual base payable to MTA in 2015 is \$265,580.

MTA's move of its headquarters to 2 Broadway and consolidation of other MTA agency functions in the building has resulted in increased needs for storage and office support space in the basement and other areas of the building; and, as critical functions have been further consolidated in one building, security issues have been revisited. Consequently, it has been determined that it would be in MTA's best interests to terminate the garage tenancy and take over the garage space for MTA's own use. Although terminating the garage lease will result in a loss of income to MTA, the income loss will be more than offset by the value of reclaiming the space for MTA needs, including enhancing the building's safety and security.

Because Kura Management's lease does not provide for any termination other than by reason of tenant defaults, MTA must terminate the lease through a negotiated agreement or by eminent domain. Based on the foregoing, MTA Real Estate requests approval of the attached resolution authorizing MTA to commence the proposed acquisition process.

## **BOARD RESOLUTION**

**WHEREAS**, termination of the lease to the garage operator at 2 Broadway, New York, New York (Manhattan Block 11, Lot 1) will provide MTA with additional space to satisfy its needs for recently relocated headquarters operations and for other MTA agency functions in the building and will allow MTA to enhance the building's safety and security; and

**WHEREAS**, MTA Real Estate will seek to terminate the lease through negotiations with the garage tenant; and

**WHEREAS**, if such a negotiated agreement cannot be concluded in a timely manner, termination of the garage lease by eminent domain will enable MTA to achieve such purposes in the public interest.

### **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 termination by negotiated agreement or eminent domain of the leasehold interest in the Property described in the accompanying Staff Summary and to schedule and undertake such preliminary steps, including holding a public hearing, as may be required under the Eminent Domain Procedure Law, in connection with the lease termination.

This Resolution shall take effect immediately upon its adoption.

# **INFORMATION ITEMS**

# Memorandum



## Metropolitan Transportation Authority

State of New York

**Date** July 20, 2015

**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: JULY 2015**

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. LIRR	Bellmore Station, Bellmore, NY	Newsstation, Inc./Newsstand	120	March 2009	\$300	To be publicly re-offered Spring 2015
3. MNR	Grand Central Terminal	Grand Central Coffee Corp., d/b/a Irving Farm	253	February 2013	\$9,966	Due to East Side Access construction project, location to be offered in 2016
4. MNR	Grand Central Terminal	Hudson News	1191	January 2010	\$5,000	Special site conditions require interim tenancy (East Side Access)
5. MNR	Croton Harmon Station	Dry Cleaning Drop Off	714	August 2013	\$2,159.72	Due to MNR station construction project, location to be publicly offered first quarter 2016
6. MNR	Various stations	Elrac, LLC, d/b/a Enterprise Rent-A-Car	N/A	April 1, 2014	\$2,333.33	Currently being publically offered.
7. NYCT	Main St – Flushing, Queens	IRT Flushing News Inc	121	October 1, 2014	\$6,700.00	To be publicly offered summer 2015
8. NYCT	42 St – Port Authority, Manhattan	Claudeen Benoit / Clothing store	484	May 20, 2015	\$2,000.00	To be publicly offered summer 2015
9. MNR	Grand Central Terminal	Diptyque	225	February 2, 2015	\$20,000	To be publicly offered in 2016
10. MNR	Grand Central Terminal	Jacques Torres	455	February 27, 2015	\$5,260	To be publicly offered in 2015

# Memorandum



## Metropolitan Transportation Authority

State of New York

**Date** July 20, 2015  
**To** Members of the Finance Committee  
**From** Jeffrey B. Rosen, Director, Real Estate  
**Re** **GCT's Vanderbilt Hall Events Forecast**

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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.

**JULY 2015 Event Forecast**

<b>Event</b>	<b>Date</b>	<b>Description</b>	<b>Space</b>	<b>Use</b>
Taste of the Terminal	Every Wednesday in July	Free samples from tenants in the Terminal	Vanderbilt Hall	Public
MNR HR Event	7/28	As per Liz Rivera	Vanderbilt Hall	Private

# Memorandum



## Metropolitan Transportation Authority

State of New York

**Date** July 20, 2015  
**To** Members of the Finance Committee  
**From** Jeffrey B. Rosen, Director, Real Estate  
**Re** **GCT – Graybar Passage Retail Kiosks**

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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 JULY 2015**

<b>Licensee</b>	<b>License Dates</b>	<b>Use</b>	<b>Monthly Compensation</b>
Victoria Bekerman	5/1/2015-7/31/2015	The retail sale of licensee produced jewelry	5/1/2015 \$3000 6/1/2015 \$3000 7/1/2015 \$2500
Judith Haas Designs	5/1/2015-7/31/2015	The retail sale of licensee produced jewelry	5/1/2015 \$3000 6/1/2015 \$3000 7/1/2015 \$2500
R. Nichols Designs	5/1/2015-7/31/2015	The retail sale of licensee produced stationary and candles	5/1/2015 \$3000 6/1/2015 \$3000 7/1/2015 \$2500
Central Watch Band	5/1/2015-7/31/2015	The retail sale of watches	5/1/2015 \$3000 6/1/2015 \$3000 7/1/2015 \$2500



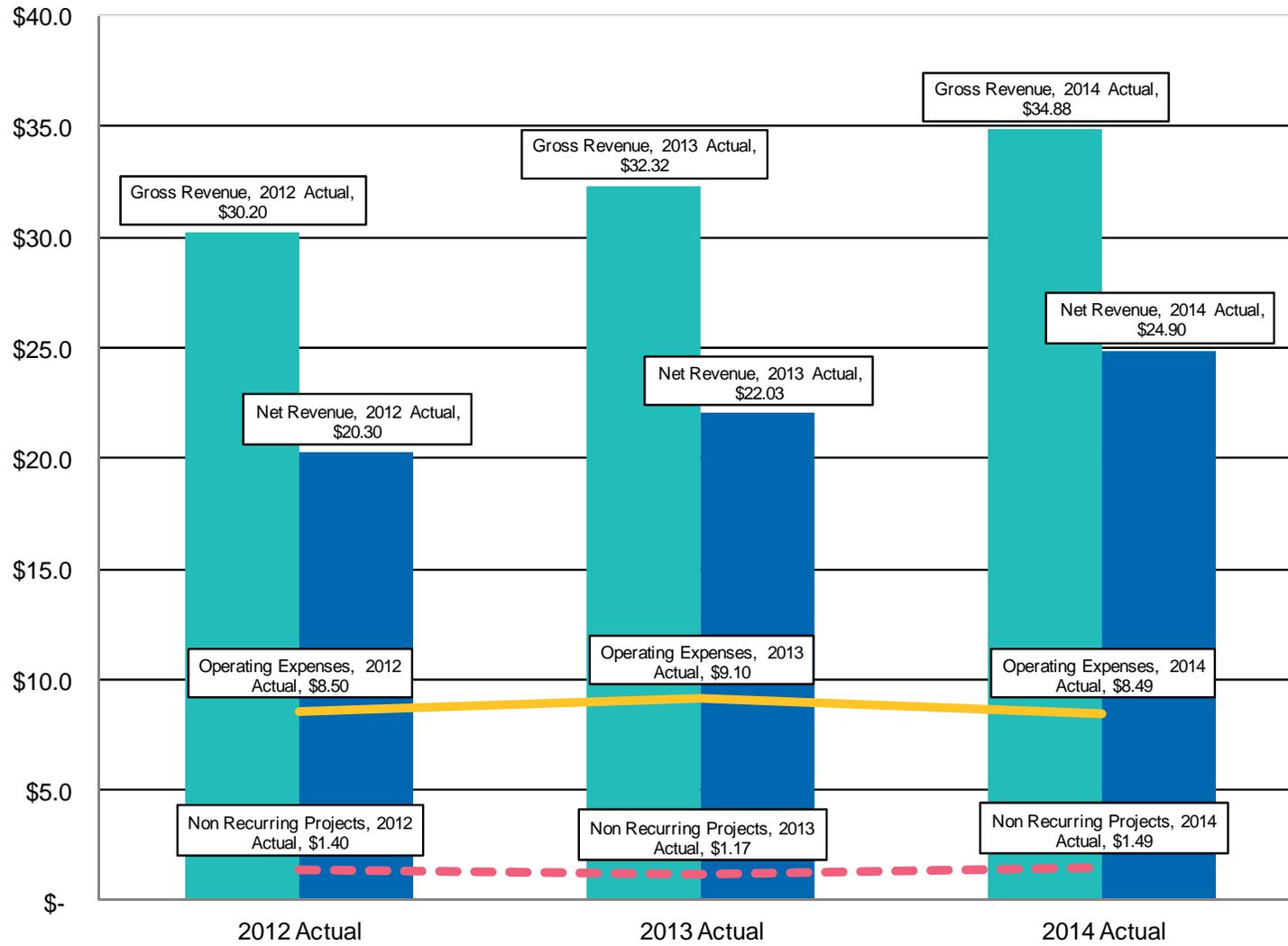
**GRAND CENTRAL**

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**RETAIL DEVELOPMENT  
AT  
GRAND CENTRAL TERMINAL**

**July 2015**

**I. PROPERTY PERFORMANCE (in millions)**



**Financial Summary - 2012 - 2015 Income and Expenses**

	Actual 2012	Actual 2013	Nov Plan 2014	Actual 2014	July Plan 2015	Actual 14 v Nov Plan 14		Variance Actual 14 v Actual 13		July Plan 15 v Actual 14	
						Amount	%	Amount	%	Amount	%
Tenant Revenue	23,759,834	25,018,491	26,756,272	26,819,205	27,738,589	62,933	0%	1,800,714	7%	919,384	3%
Other Income	6,266,504	7,306,448	7,597,296	8,061,883	6,736,251	464,587	6%	755,435	10%	(1,325,632)	-16%
<i>Total Revenue</i>	<u>30,026,338</u>	<u>32,324,939</u>	<u>34,353,568</u>	<u>34,881,088</u>	<u>34,474,840</u>	<u>527,520</u>	<u>2%</u>	<u>2,556,149</u>	<u>8%</u>	<u>(406,248)</u>	<u>-1%</u>
Operating Expenses	8,397,698	9,121,579	8,655,459	8,490,745	8,087,168	(164,714)	-2%	(630,834)	-7%	(403,577)	-5%
Non Recurring Projects	277,677	1,173,367	1,931,269	1,489,901	1,500,000	(441,368)	-23%	316,534	27%	10,099	1%
<i>Total Expenses</i>	<u>7,533,799</u>	<u>10,294,946</u>	<u>10,586,728</u>	<u>9,980,646</u>	<u>9,587,168</u>	<u>(606,082)</u>	<u>-6%</u>	<u>(314,300)</u>	<u>-3%</u>	<u>(393,478)</u>	<u>-4%</u>
<b>Net Income</b>	<b>19,907,840</b>	<b>22,029,993</b>	<b>23,766,840</b>	<b>24,900,442</b>	<b>24,887,672</b>	<b>1,133,602</b>	<b>5%</b>	<b>2,870,449</b>	<b>13%</b>	<b>(12,770)</b>	<b>0%</b>

\* Tenant Revenue includes minimum, percentage, and storage rent; Other Income includes sponsorships and events, pass-through charges to tenants, etc.

**II. LEASING ACTIVITY**

**LEASES SIGNED**

Vanderbilt Hall/ Shuttle Passage	Great Dane OPCO LLC
Shuttle Passage	TASTE NY/ One Woman Wines
Grand Central Market	Oren's Daily Roast
Graybar Passage	Grande Cellars Inc

**LEASES IN NEGOTIATION**

Dining Concourse	Prova by Donatella Jacques Torres Ice Cream
Lexington Passage	Swatch
Grand Central Market	Lilac Chocolates

**LICENSES/POP-UPS**

42 <sup>nd</sup> Street Passage	Hermes of Paris Diptyque	9/2/14-1/31/15 2/1/15-
Dining Concourse	Jacques Torres Ice Cream	3/19/15-

**III. TENANT SALES PERFORMANCE**

**Average Sales Per Square Foot by Retail Area**

	<b>2014</b>	<b>2013</b>	<b>Q1 2015</b>	<b>Q1 2014</b>
<b>42<sup>nd</sup> St. Passage</b>	\$2,192	\$2,194	\$496	\$475
<b>42<sup>nd</sup> Street Retail</b>	\$1,022	\$1,014	\$190	\$210
<b>Biltmore Room</b>	\$873	\$943	\$220	\$223
<b>Dining Concourse</b>	\$3,233	\$3,017	\$852	\$744
<b>Graybar Passage</b>	\$3,839	\$3,629	\$954	\$892
<b>Lexington Passage</b>	\$2,873	\$2,681	\$590	\$606
<b>Main Concourse</b>	\$3,007	\$2,966	\$635	\$687
<b>Grand Central Market</b>	\$3,490	\$3,366	\$868	\$848
<b>Restaurants</b>	\$1,188	\$884	\$198	\$137
<b>Shuttle Passage</b>	\$1,356	\$1,288	\$380	\$323
<b>All GCT</b>	\$1,979	\$1,622	\$413	\$370
<b>All GCT (excluding restaurants)</b>	\$2,123	\$1,998	\$527	\$486

2014 YEAR END SALES PERFORMANCE

Total reported retail sales for 2014 equaled \$200,602,363, a 6% increase from 2013.

COMPARABLE SALES

Total sales for the 81 tenants open for all of 2014 and 2013 increased by 3%.

Of these tenants:

- 50 reported positive comparable sales
- 7 were flat to last year's sales
- 24 reported negative comparable sales

Comparable sales for 2014 as compared to 2013 were as follows:

42nd Street Passage	0%
42nd Street Retail	1%
Biltmore Room	-7%
Dining Concourse	6%
Graybar Passage	6%
Lexington Passage	1%
Main Concourse	1%
Grand Central Market	5%
Restaurants	2%
Shuttle Passage	6%

2015 end of Q1 SALES PERFORMANCE

The greatest increase for Q1 2015 was in the Dining Concourse. In particular the largest tenant increases were:

Shake Shack	41%
Magnolia	27%

Shake Shack's increase is attributed to increased staff productivity and quicker fulfillment of customer orders. For Magnolia, the increase is a result of a stronger more productive staff.

The greatest decrease for Q1 was in 42<sup>nd</sup> Street Retail:

Kenneth Cole	-15%
Banana Republic	-9%

The decrease is due in strong part to the severe weather conditions in January and February discouraging foot traffic.

42nd Street Passage	5%
42nd Street Retail	-10%
Biltmore Room	-1%
Dining Concourse	12%
Graybar Passage	3%
Lexington Passage	-1%
Main Concourse	-3%
Grand Central Market	2%
Restaurants	-9%
Shuttle Passage	2%

#### IV. MARKETING

Retail marketing efforts continue to strengthen the “GCT Brand”, generating increased local and international publicity, resulting in increased tenant sales. The 2014 marketing efforts, supported by a detailed and creative marketing plan, allow for maximum exposure to retail stores through various marketing outlets including social media, press, advertising, special events, signage, and other digital platforms.

##### Social Media

The number of Facebook followers grew 66% from 41,000 to 68,000 currently.

The number of Twitter followers increased by 46% from 8,200 to over 12,000 currently.

The number of Instagram followers increased by 367% from 6,000 to 28,000 currently.

A YouTube Channel featuring professionally shot GCT marketing videos was launched at the end of April 2015.

##### E-Blast

Weekly e-newsletters featuring content promoting GCT tenants and events are sent out to approximately 16,000 subscribers every Tuesday.

##### Mobile App

The GCT Mobile App (launched in collaboration with Metro-North in 2013) has continued to promote GCT tenants and events. We are currently folding the GCT app content into Metro-North’s popular TrainTime app.

##### Retail Promotions

###### Grand Central Rewards

*Grand Central Rewards* is a loyalty shopping and dining program offering customers Grand Central-branded prizes for shopping and dining throughout the entire Terminal. Customers present receipts from shops or restaurants in 4 “zones” of the Terminal, which encourages Grand Central regulars to discover new retail and dining options, and increase their spend at tenant locations. The feedback continues to be terrific. Most customers reach for an increased spend (\$250 or more) to get all three prizes. The promotion has been repeated bi-annually with spring/summer-themed prizes in May-June and holiday/winter-themed prizes in November/December.

### GCT Special Offers Book

Special offer books include year-long coupons from tenants who are eager to reach both new and frequent customers. The booklets are distributed at the Information Booth, Station Master's Office, Grand Central Partnership tourism booth, and at internal GCT/MNR events.

### Taste of the Terminal

*Taste of the Terminal* offers tenants the opportunity to expand their footprint with sampling and bounce-backs. In 2014, the event was held every Monday in July in Vanderbilt Hall. Musical entertainment was provided by Music Under New York.

### "Life's a Picnic" in Grand Central

For one week in August, customers are able to relax in Vanderbilt Hall complete with astroturf, picnic tables, and entertainment from local NYC partners including Music Under New York, Big Apple Circus, and Broadway Musicals while enjoying free WiFi, and food and beverages purchased from the tenants,. "Life's a Picnic" garnered an amazing amount of press for its originality and tenants received additional sales and great exposure.

The 2<sup>nd</sup> annual picnic event is scheduled for August 2015.

### Celebration of Grand Central Market

This spotlight on Grand Central Market event in September 2014 encouraged people to shop during off-peak hours by listing numerous flash sales and distributing free "Grand Central Market"-branded canvas tote bags. There was also enthusiastic engagement on social media with enter to win gift baskets from Grand Central Market tenants.

### Grand Eats in the Dining Concourse

This spotlight on the Dining Concourse in October 2014 encouraged customers to dine in the Dining Concourse during off-peak hours. There were flash sales for a variety of meal and snack options and visitors entered to win gift cards from several Dining Concourse eateries by engaging with GCT on social media and sharing their favorite Dining Concourse foods.

### Connections Magazine

Two issues of Connections Magazine were produced in 2014. A Spring/Summer issue featured new branding for the Dining Concourse and Grand Central Market, followed by a Fall/Winter edition published just prior to the Holiday Fair promoting all GCT holiday events and promotions. The Spring/Summer 2015 edition was published and

distributed the first week of May. All issues feature retail/dining-driven editorial content and are distributed to customers on Metro-North trains and in "Take One bins" in the GCT train shed.

#### GCT Media/Public Relations

In 2014, Goodman Media, our PR firm, participated in active outreach and promotion for various events, retail tenants and dining establishments within Grand Central Terminal. Top initiatives included the Jacqueline Kennedy Onassis entrance exhibit, Taste of the Terminal, Life's a Picnic, and the 2014 Holiday Fair.

Press coverage throughout 2014 resulted in more than 1.15 billion unique impressions from national and regional newspapers, online sites, magazines, and broadcast TV segments.

To date in 2015, Goodman Media & MTA Press Office has helped garner nearly 120 separate clips and 280 million unique impressions for events and retail activities with highlights including:

- J.P. Morgan Annual Squash Tournament
- Grand Central as a spring break destination
- Chocolate Central
- National Beer Day
- National Coffee Day

#### **V. EVENTS**

Vanderbilt Hall, including Holiday Fair, and Taxi Stand event revenue in 2014 was \$3.57MM.

By May 2015, contracts totaling \$802,712 in revenue have been signed for events throughout 2015. This represents 47% of the 2015 budget of \$1.7MM for events excluding the Holiday Fair.

#### **VI. GCT RETAIL REVENUE FUNDED PROJECTS**

##### BILTMORE ROOM

To improve the appearance of and customer experience in the Biltmore Room, restoration work was completed including painting the ceiling, cleaning and polishing the marble walls, replacing damaged Tennessee pink marble tile on the floor, and repairing the broken marble on the walls.

### DRY ICE CLEANING

The Dry Ice Cleaning project cleaned the Terminal entrance granite utilizing technology, which allowed heavy stains and dirt to be removed without damaging the surface of the stone that normal pressure washing cannot effectively clean. The entrances at 105 and 89 E 42<sup>nd</sup> Street and the entire Cab Stand were all successfully cleaned using this process. This project has significantly enhanced the overall appearance of the Terminal entrances.

### PARK AVENUE VIADUCT

The project entails new identification signage (Pershing Square Plaza & Grand Central Terminal) on both sides of the Park Avenue viaduct over 42<sup>nd</sup> Street and illumination of the sides and underside of the viaduct. The completed project will illuminate the main entrance to the Terminal as well as the historic viaduct bridge.

### OYSTER BAR CEILING

The two-year project to replace and repair the iconic Guastavino tile ceiling in the Oyster Bar was completed providing a significantly enhanced appearance to the famous restaurant. The project was jointly funded by the tenant.



# **RETAIL DEVELOPMENT**

**AT**

**PENN STATION**

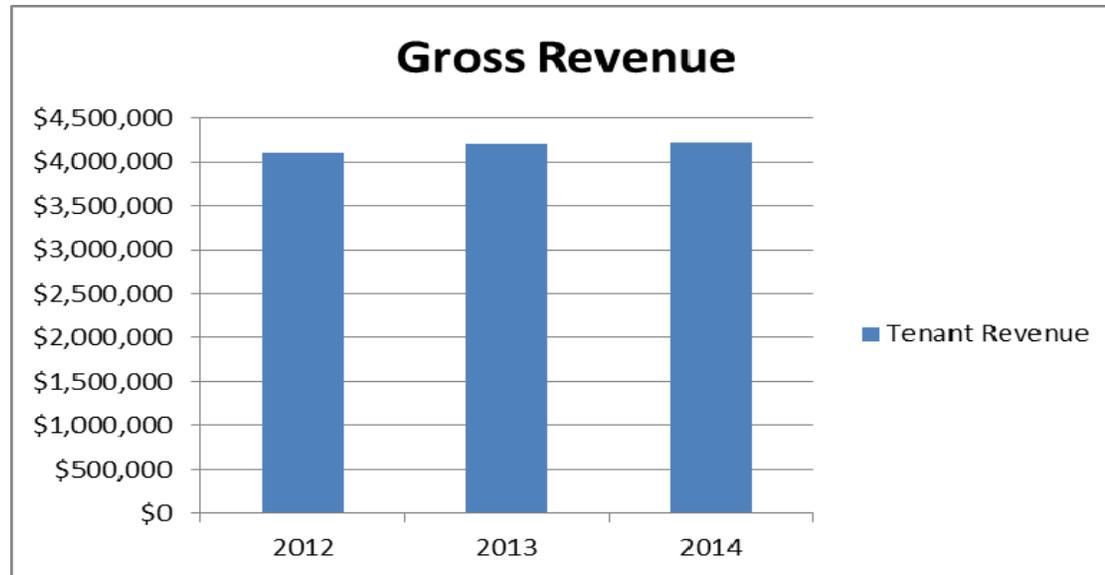
**JULY 2015**





The MTA LIRR controls 16 retail stores and four newsstand kiosks at Penn Station. All but three of the retail stores are leased and the kiosks are fully leased. Leases are being finalized for the two vacant spaces on the Exit Corridor. A Request for Proposals will be offered this summer for six retail spaces on both the Connecting and Exit Corridors.

**I. PROPERTY PERFORMANCE**



**Financial Summary: 2012 - 2014 Tenant Revenue**

				1Q YTD	1Q YTD	Variance			
	Actual 2012	Actual 2013	Actual 2014	Budget 2015	Actual 2015	<u>Actual 14 v Actual 13</u>		<u>YTD 1st Q Actual v Budget</u>	
						Amount	%	Amount	%
Tenant Revenue	\$4,099,348	\$4,202,343	\$4,221,832	\$999,159	\$1,072,474	\$19,488	.4%	\$76,315	7.6%

In 2014 gross revenue increased based primarily on an overall increase in percentage rent payments due to increased sales from the three reporting tenants, as well as contractual rent increases in all leases. These increases were offset by partial-year vacancies of two retail spaces on the Exit Corridor for which leases are being finalized.

**II. LEASING ACTIVITY (2014 – 2015 1st quarter)**

**NEW LEASES SIGNED**

One new lease for BT To Go PS LLC was signed during this period.

**LEASES IN NEGOTIATION**

Leases are close to being finalized for two spaces that were offered for lease via RFP in 2014.

### III. TENANT SALES PERFORMANCE

Please note that tenant sales performance is based on the three leases that have percentage rent provisions where sales data is reported.

#### Average Sales per Square Foot by Retail Area

	<u>2014</u>	<u>2013</u>	<u>Q1 2015</u>	<u>Q1 2014</u>
Connecting Corridor	\$1,174	\$1,098	\$318	\$311
Exit Concourse	\$2,231	\$1,990	\$582	\$515
West End Concourse	n/a	n/a	n/a	n/a
All Penn	\$1,550	\$1,416	\$412	\$383

#### 2014 YEAR END SALES PERFORMANCE

Total reported retail sales for 2014 equaled \$7,424,115.77 among the three reporting tenants, a 9.46% increase over the previous year. Sales on both the Connecting Corridor and Exit Concourse increased, as shown above. First quarter 2015 sales per square foot also show increases over the same period last year.

### IV. MARKETING

Penn Station HD Digital Screens: The MTA Long Island Rail Road, in conjunction with Outfront Media, continued to maximize the usage of the 26-screen network at Penn Station, generating significant new advertising revenues and providing better customer information, including real-time train information along with service notices and emergency information. In addition, the digital screens were used to communicate LIRR customer information programs, such as "Protect Your PIN" and promotional programs, such as the first-ever partnership with GILT, an on line vendor, to promote LIRR Winery Tours.

#### Promotional Events

Several events were held throughout the year at Penn Station to promote LIRR ridership growth. These events were communicated to the public through a media mix, including press releases/media advisories, social media, station announcements, electronic customer messages, TrainTalk (the LIRR customer newsletter) articles, website, email alerts, and print advertising.

## **Events and Marketing Efforts included:**

MSG Tennis Event: Customers were invited to attend the BNP Paribas Showdown at MSG – a LIRR Ride Free promotional program. Customers had an opportunity to take pictures with a giant tennis ball.

Electronic Marketing Screens: Included slides promoting a comprehensive mix of LIRR NYC and Long Island Getaway packages to great destinations and attractions, including Broadway shows, museums, beaches, wineries, picturesque villages, festivals etc.

LIRR Station Posters – promoting LIRR Ride Free Packages.

Customer Mail & Ride Sign-Ups: Customers were invited to join Mail & Ride and enjoy exciting promotional offers and joint ventures with our partners. The Sign-Up Program continues throughout the year and is expected to reach a high point in 2015, when Mail & Ride celebrates its 40<sup>th</sup> Anniversary.

Summer Kick-Off Event: Promotional event with a Press Conference that focused on Long Beach, NY Mets, NY Cosmos, among others. Also, partnered with Penn Station vendors: Jamba Juice and Auntie Anne's.

Fall Monster Mash Event with Madame Tussauds & Blood Manor, among others. Also, partnered with Penn Station vendors: Jamba Juice and Auntie Anne's.

NY Cosmos: Filmed promotional video at Penn with soccer players buying tickets at ticket windows & TVM's and then riding a LIRR train, demonstrating the ease of purchasing tickets and taking the train to the game.

Cannonball Train: Penn Station has become the center stage for busy summer Fridays with enhanced service to Montauk, including LIRR's express train to the Hamptons, the Cannonball. This very popular train runs express non-stop to Westhampton in 95 minutes, offering the only MTA reserve seating on two Hamptons Reserve cars (two of the twelve cars on the Cannonball offer reserved seating and at-seat beverages, while the remaining ten coach cars are available to all customers).

Customer Service: Improvements continued to be made in providing better Customer Service at Penn Station. The construction of a new walk-in Customer Service Office in the main gate area was completed on May 22<sup>nd</sup> 2015, providing full customer service at a more central location at Penn Station. In addition, the LIRR offers a Customer Information Booth in the waiting room and two mobile customer information desks.

## V. ON-GOING CAPITAL PROJECTS

### ERT Total Track Rehabilitation

In all four ERT's the project to replace the rail and ballast and clean out all the drains is ongoing.

### ERT Tunnel Standpipe

The remaining standpipe work at the 1st Avenue Mechanical Equipment Room and ventilation shafts was completed in September 2014. This achieved the final connection to the overall tunnel standpipe system in all four ERT's. This now provides remote monitoring of the system for proper pressurization and allows remote water filling of distinct portions of piping within of the tunnels, prior to arrival of FDNY in the event of a tunnel emergency.

### Penn Station HVAC

A design contract was issued to New York Power Authority (NYPA) in December 2014 for the replacement of the LIRR HVAC System. This project will ensure that the LIRR concourses and offices in Penn Station are properly conditioned for the comfort of customers, employees and concessionaires.

### First Avenue Substation Switchgear

A design-build contract was issued in February 2015 for the replacement of the switchgear. The switchgear was damaged by Hurricane Sandy in October 2012. The new switchgear will be elevated in accordance with flood criteria. The switchgear provides traction power for LIRR train services in the four East River Tunnels between Penn Station and Long Island City. The construction will include new substation ventilation equipment, fire protection system and AC feeder cables.

### Penn Station Substation

A preliminary design contract was issued in March 2015 for the replacement of the electric traction power substation that provides third rail power for LIRR trains operating into and out of Penn Station and the ERT's. New AC/DC equipment will replace the existing substation.

## **VI. Penn Station Visioning Project**

The Penn Station Visioning Study is a planning initiative of the MTA Long Island Rail Road, Amtrak and New Jersey Transit (NJT) – “the Operating Partners” to develop a series of phased improvements that would provide a more coherent, unified, modernized and functional station. The envisioned changes – better connections to the street, improved space utilization, better passenger circulation, etc. – would dramatically improve the passenger experience, the station’s overall efficiency and retail offerings and their associated station-supporting revenue potential.

The Study will result in an outline of improvements ranging from near-term, lower cost investments that could provide important immediate customer and operational benefits, to larger-scale transformative concepts that would reshape the station and help meet future capacity demands, but which will require implementation in phases over decades. Any proposed concepts would improve passenger convenience and ease of access, and upgrade the station’s appearance and functionality while also maintaining vital track and passenger capacity during all construction phases.

## **VII. The Moynihan Station Project**

The Moynihan Station Project is divided into two phases. Phase 2 relocates Amtrak’s ticketing, waiting room and train boarding areas from Penn Station to a new train hall in the Farley Post Office to be called Moynihan Station. Phase 2 is not yet funded for construction; however, design has proceeded to the issue of a 50% submittal. Phase 1 is divided into the following three elements necessary for Phase 2 to proceed: 1) Expansion of the West End Concourse, 2) Installation of a Platform Ventilation System and 3) widening of the Connecting Corridor that connects Penn Station to West End Concourse. The expansion of the West End Concourse and widening of the Connecting Corridor are to be completed by August 2016. As expansion of the West End Concourse has the longest lead time, it is the first of the three Phase 1 elements construction packages to be awarded. The work scope for expanding the West End Concourse involves widening and extending it from Platform 7 to Platform 3, with elevators to Platforms 3 thru 9. In addition, two new entrances to the West End Concourse are constructed on the west side of 8th Avenue at 31st and 33rd Street; the Platform 3 and Platform 9 elevators, connecting to these entrances.

The connecting corridor Phase 1 element construction package was also awarded and is approximately 45% complete. The structural work for the Platform Ventilation is under construction but the Platform Ventilation Systems Components have not been funded and at this time there is no completion being forecasted.

# Staff Summary

Subject <b>PERMIT AGREEMENT</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JEFFREY B. ROSEN</b>
Department Head Signature
Project Manager Name <b>PAUL M. FITZPATRICK</b>

Date <b>JULY 20, 2015</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	7/20/15		X	

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

**Narrative**

AGENCY: MTA Bridges & Tunnels (“B&T”)  
 PERMITTEE: Gemini Residential, LLC (“Permittee”)  
 LOCATION: Eastern Edge of the Queens Midtown Tunnel (“QMT”)’s Manhattan Exit Lane between East 39th and East 40th Streets, New York, New York  
 ACTIVITY: Entry permit for the installation, maintenance and removal of scaffolding for safety purposes only during the demolition to grade of an existing 7-story structure at 222 East 40th Street  
 ACTION: Approval of terms  
 TERM: Approximately 8 months. The Term of this Permit may be extended on a week-to-week basis, upon the written request by Permittee and approved by Permittor  
 COMPENSATION: \$3,750 per month

**COMMENTS:**

In July of 2014, and in conjunction with the development of a residential complex immediately adjacent to the above-referenced Location, Permittee was granted an entry permit to install, maintain and remove scaffolding for the demolition of a 7-story parking garage, and to install, maintain and subsequently remove protection equipment for certain architectural features, consisting of a QMT-associated wall, approximately 3.5-feet in height, constructed of red modular brick, capped with granite interrupted with 3 art-deco faceted granite bases for lamp posts (only two lamp posts remaining). These have been determined to be a component of the QMT’s “Approaches” as defined in the New York City Tunnel Act, making it part of the QMT’s Right-Of-Way (the “Approach Wall”). It was subsequently determined by The New York State Historic Preservation Office (“SHPO”) that the Approach Wall, as well as the original lamp posts atop of the Approach Wall, were historic resources that should be protected. Permittee monitored the condition of said architectural features before and during demolition, as part of its “Demolition Phase” of construction. For Reference purposes, please see attached Info Item dated September 22, 2014.

Permittee has completed its Demolition Phase and received permits from the City of New York Department of Buildings (“DOB”) to initiate its Foundations Phase, which will be limited to the construction of perimeter walls and other foundations elements to grade, and support of excavation for foundations (the “Foundations Phase”).

As part of its Foundations Phase, and within the Permitted Area, Permittee will install a construction site perimeter fence (the “Fence”). Any damage to B&T’s pedestrian sidewalk will need to be corrected at Permittee’s expense, and Permittee must avoid impacting any of the utilities embedded in the sidewalk.

Foundations Phase will also include the continued protection of the above-mentioned architectural features. Permittee will also install underpinning support of those features, as approved by B&T.

Depending on how it is conducted, the Foundations Phase may affect the Approach Wall, which would trigger the requirement of further consultation with SHPO.

There will be no anticipated closing of the Tunnel Exit Lane or B&T's pedestrian sidewalk during the Foundations Phase.

MTA Legal approved the entry permit as to form and the Permittee has provided the appropriate insurance coverages and indemnities.

Pursuant to Board policy for the issuance of short-term access agreements on behalf of MTA Bridges & Tunnels facilities, an entry permit was issued to Permittee on the above terms and conditions.

# Staff Summary

Subject <b>PERMIT AGREEMENT</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JEFFREY B. ROSEN</b>
Department Head Signature
Project Manager Name <b>PAUL M. FITZPATRICK</b>

Date <b>JULY 20, 2015</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	7/20/15		X	

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

**Narrative**

AGENCY: MTA Bridges & Tunnels (“B&T”)  
 PERMITTEE: 50 West Development, LLC (“Permittee”)  
 LOCATION: Battery Parking Garage (“BPG”), 63 Greenwich Street, New York, New York  
 ACTIVITY: Entry permit for the performance of survey relating to the construction of a luxury residential condominium tower at 50 West Street  
 TERM: Approximately 8 months. The Term on a week-to-week basis, upon the written request by Permittee and approved by Permittor  
 COMPENSATION: \$2,000 per month

**COMMENTS:**

In conjunction of the above-referenced construction project at 50 West Street, Permittee requested access to the roof of the BPG to perform surveys of its construction progress. This will be done with portable equipment to be brought to and from the BPG rooftop each day that survey work is to be required. No closures of drive lanes are expected. No impact to parking operations or to the BPG facility is expected.

MTA Legal approved the entry permit as to form and the Permittee has provided the appropriate insurance coverages and indemnities.

Pursuant to Board policy on the issuance of short-term access agreements on behalf of MTA Bridges & Tunnels facilities, and to the above terms and conditions, an entry permit was issued to Permittee on the above-described terms and conditions..

# Staff Summary

Subject <b>PERMIT AGREEMENT</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JEFFREY B. ROSEN</b>
Department Head Signature
Project Manager Name <b>PAUL M. FITZPATRICK</b>

Date <b>JULY 20, 2015</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	7/20/15		X	

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

**Narrative**

AGENCY: MTA Bridges & Tunnels (“B&T”)  
 PERMITTEE: Adams & Co. Real Estate, LLC (“Permittee”)  
 LOCATION: Eastern edge of the QMT’s Manhattan Entrance Lane between East 34th and East 35th Streets, and First and Second Avenues. Manhattan Block 940, Lot 55.  
 ACTIVITY: Entry permit for the closure of a lane of traffic and the pedestrian sidewalk, for the removal, replacement and installation of a portion of the rooftop heating, ventilation and air-conditioning system at the building belonging to Permittee, directly adjacent to the above Location, with an address at 317 East 34th Street (the “Building”)  
 ACTION: Approval of terms  
 TERM: One day. The term may be extended on a day-to-day basis, upon the written request by Permittee and approved by Permittor  
 COMPENSATION: \$1,350.00

**COMMENTS:**

Permittee requested the above-referenced lane closure so that it could position a crane in the QMT’s Manhattan Entrance Lane, and effect the removal, replacement and installation of a new rooftop chiller tower, which makes up a portion Building’s heating, ventilation and air-conditioning system.

Complete maintenance and protection of traffic precautions were submitted by Permittee and approved by TBTA Engineering and Construction

MTA Legal approved the entry permit and the Permittee has provided the appropriate insurance coverages and indemnities.

Pursuant to Board policy on the issuance of short-term access agreements on behalf of MTA Bridges & Tunnels facilities, an entry permit was issued to Permittee on the above terms and conditions.

# Staff Summary

Subject <b>AMENDMENT TO PERMIT AGREEMENT</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JEFFREY B. ROSEN</b>
Department Head Signature
Project Manager Name <b>CAROLE BRYDEN</b>

Date <b>JULY 20, 2015</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	7/20/15		X	

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

AGENCY: Metro-North Commuter Railroad Company ("Metro-North")

PERMITTOR: Highland Sand & Gravel, Inc.

LOCATION: 911 State Route 32  
Highland Mills, NY 10930  
Block 1, Lots 8 & 9

ACTIVITY: Access and construction staging

TERM: 5 months, with the option to extend on a month-to-month basis

COMPENSATION: \$1.00, payment waived

**COMMENTS:**

In connection with the reparation of a concrete culvert along the Port Jervis Line right-of-way (the "Project"), and pursuant to MTA Board Policy #11 on Construction Access Agreements, amended February 22, 2010, Metro-North entered into a temporary Permit Agreement (the "Permit") with Highland Sand & Gravel, Inc., on February 18, 2014 for the fee of \$1, payment waived.

The term set forth in the Permit (the "Term") expired on April 30, 2015. However, Metro-North has advised that the Project has not yet been completed and the access and staging areas provided pursuant to the Permit are still required. The Project and its third-party contracts will not expire until September of 2015.

Thus, MTA Real Estate, pursuant to the above-referenced policy, has amended the Permit to extend the Term until September 30, 2015, with the option to extend on a month-to-month basis thereafter if required, until the Project has reached completion.

# Staff Summary

Subject <b>PERMIT AGREEMENT</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JEFFREY B. ROSEN</b>
Department Head Signature
Project Manager Name <b>ANTHONY CAMPBELL</b>

Date <b>JULY 20, 2015</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	7/20/15		X	

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

AGENCY: MTA Metro-North Railroad ("Metro-North")  
 PERMITTEE: Bike New York, Inc. ("BNY")  
 LOCATION: Poughkeepsie Station Parking Facilities  
 ACTIVITY: Parking for event participant  
 TERM: Sunday, June 28, 2015 from 5:30 a.m. to 11:59 p.m.  
 SPACE: 549 Parking Spaces at the Poughkeepsie Station Facilities  
 COMPENSATION: \$1.00, payment waived

**COMMENTS:**

Pursuant to the 2002 board approved policy on short-term access agreement allowing non-for-profit organizations temporary access to Metro North Railroad parking facilities for non-commercial use, Bike New York Inc. was granted permission to use approximately 549 parking spaces at the Poughkeepsie Station Parking Facility from 5:30 a.m. to 11:59 p.m. on Sunday June 28, 2015 in connection with the Discover Hudson Valley Biking Event being held at the Victor C. Waryas park in Poughkeepsie, NY. The permit allowed Bike New York Inc. to offer parking to its event participants at specified areas within the Poughkeepsie Station parking facility. Compensation was waived pursuant to the mentioned board policy.

MTA Legal approved the permit as to form and BNY provided required insurance coverages and indemnification.

# Staff Summary

Subject <b>PERMIT AGREEMENT</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JEFFREY B. ROSEN</b>
Department Head Signature
Project Manager Name <b>PAUL M. FITZPATRICK</b>

Date <b>JULY 20, 2015</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	7/20/15		X	

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

**Narrative**

AGENCY: MTA Bridges & Tunnels (“B&T”)  
 PERMITTEE: The Board of Managers of the 633 Third Avenue Condominium (“Permittee”)  
 LOCATION: Adjacent to 633 Third Avenue, Manhattan Block 1314, Lot 9, specifically at the intersections of Marginal Street between 40th and 41st Streets, Manhattan  
 ACTIVITY: Entry permit for the closure of a lane of traffic and the installation, maintenance and subsequent removal of scaffolding  
 ACTION: Approval of terms  
 TERM: Five weeks  
 COMPENSATION: \$3,750

**COMMENTS:**

In conjunction with its building repair work, Permittee has made a request to install, maintain and subsequently remove scaffolding and to effect the closure of a lane of traffic at the above-referenced Location. Scaffolding is to be placed adjacent to certain architectural features, consisting of a QMT-associated wall, approximately 3.5-feet in height, constructed of red modular brick, capped with granite interrupted with 3 art-deco faceted granite bases for lamp posts (two lamp posts remaining at this location).

TBTA Traffic Engineering and MTA Legal Environmental Compliance approved the maintenance and protection of traffic plans and photographic survey of the historic approach wall before commencing work. No scaffold footings will be placed on the approach wall, and no environmental impact is anticipated. No installation of protection of the wall or lamp posts required.

MTA Legal approved the permit as to form and the Permittee has provided the appropriate insurance coverages and indemnities.

Pursuant to Board Policy on the issuance of short-term access agreements on behalf of MTA Bridges & Tunnels facilities, and to the above terms and conditions, an entry permit was issued to Permittee on the above-described terms and conditions.

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