



**Metropolitan Transportation Authority**

# Finance Committee Meeting

## March 2016

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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.  
P. Trottenberg  
E. Watt\*  
C. Wortendyke  
N. Zuckerman\*

**Finance Committee Meeting**  
2 Broadway, 20th Floor Board Room  
New York, NY 10004  
Monday, 3/21/2016  
12:30 - 1:45 PM ET

**1. PUBLIC COMMENTS PERIOD**

**2. APPROVAL OF MINUTES – FEBRUARY 22, 2016**

*Finance Committee Minutes - Page 4*

**3. 2016 COMMITTEE WORK PLAN**

*2016 Work Plan - Page 12*

**4. BUDGETS/CAPITAL CYCLE**

**BudgetWatch (Handout)**

**Finance Watch**

*Finance Watch - Page 20*

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

**Action Item**

*All Agency Annual Procurement Report Staff Summary (Report Available in Directors' Desk Document Center and MTA.Info) - Page 32*

**Report and Information Items**

*MTA Prompt Payment Annual Report 2015 - Page 33*

*Contract Change Order Report - Page 38*

**Procurements**

*MTAHQ Procurement Report - Page 41*

*MTAHQ Competitive Procurements - Page 43*

**6. METRO-NORTH RAILROAD**

*MNR Procurements - Page 48*

**7. LONG ISLAND RAIL ROAD**

*LIRR Procurements - Page 52*

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

*NYCT Procurements - Page 58*

## **9. BRIDGES AND TUNNELS**

*B & T Procurement - Page 68*

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

## **11. MTA CONSOLIDATED REPORTS**

*Statement of Operations - Page 72*

*Overtime - Page 78*

*Report on Subsidies - Page 81*

*Positions - Page 88*

*Subsidy, Interagency Loans and Stabilization Fund Transactions - Page 91*

*Farebox Recovery Ratios - Page 94*

*MTA Ridership - Page 95*

*Fuel Hedge Program - Page 119*

## **12. REAL ESTATE AGENDA**

### **Action Items**

*Real Estate Action Items - Page 122*

Property Disposition Guidelines (Available in the Exhibit Book and MTA.Info)

### **Report and Information Items**

*Real Estate Info Items - Page 144*

Minutes of the MTA Finance Committee Meeting  
February 22, 2016  
2 Broadway, 20th Floor Board Room  
New York, NY 10004  
12:00 PM

The following Finance Committee members attended:

Hon. Thomas F. Prendergast, Chairman  
Hon. Fernando Ferrer, Vice Chair  
Hon. Allen P. Cappelli  
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. Jonathan A. Ballan  
Hon. John H. Banks III  
Hon. Robert C. Bickford  
Hon. Jeffrey A. Kay  
Hon. Charles G. Moerdler  
Hon. Ed Watt

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  
Angel Barbosa

Chairman Thomas Prendergast called the February 22, 2016 meeting of the Finance Committee to order at 12:01 PM.

**I. Public Comments**

There were no public speakers.

**II. Approval of Minutes**

The Committee approved the minutes to its prior meeting held on January 25, 2016.



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

There were no changes to the Committee Work Plan.

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

#### **A. BudgetWatch**

Mr. Douglas Johnson presented BudgetWatch and noted that reporting in BudgetWatch focuses on January operating results and subsidy results through February, and compares these preliminary results with the 2016 Budget, which is in the February Financial Plan. Mr. Johnson noted he will discuss the February Financial Plan later in the meeting.

**Operating Revenues:** For the month, passenger revenues were unfavorable by \$16.5 million, or 3.5%, mainly due to the impact of winter storm Jonas in January. NYCT and MTA Bus were each over 4% unfavorable for the month, while the commuter rails were essentially on budget. Toll revenues were 2.3% favorable due to higher than anticipated traffic resulting from low fuel prices.

**Operating Expenses:** Overall expenses for January were lower than budget by \$31.1 million, or 3.4% favorable, due mainly to lower energy prices and timing delays in various service categories.

**Debt Service:** Debt service expenses for January were \$24.9 million, or 10.6%, favorable due to the timing of new money bond issuances and lower than budgeted variable rates.

**Subsidies:** Mr. Johnson reported that overall subsidy results through February were unfavorable. The February YTD Payroll Mobility Tax (PMT) receipts were unfavorable, by \$16.3 million (5.3%). The unfavorable variance may be due in part to the timing of payments of Wall Street bonuses. Mr. Johnson noted that while these bonuses are paid during the first quarter, the exact month of the payments varies from year to year. Petroleum Business Tax (PBT) receipts through February were unfavorable by \$6.7 million (6.0%). Mr. Johnson noted the unpredictability of month-to-month PBT receipts makes it difficult to ascertain whether the unfavorable variances are real or timing-related. He further noted that favorable year-end 2015 PBT revenues (as reported in the January BudgetWatch) offset this 2016 YTD unfavorable amount, suggesting an earlier receipt of PBT collections than projected in the Financial Plan. Total real estate taxes through February were unfavorable to by \$5.7 million (2.2%).

**Overall:** Mr. Johnson summarized that overall preliminary results were on target for the month and slightly favorable YTD. Net operating results were favorable, with lower spending being partially offset by unfavorable passenger revenue, the result of adverse winter weather. He noted that some of the expenses related to the late January snow storm were not included in Agency actuals for January. Debt service expenses were also favorable for the month. YTD subsidies were unfavorable, due to shortfalls in collections of the Payroll Mobility Tax (PMT), Petroleum Business Tax (PBT) and the Urban Tax component of the real estate transaction tax.

#### **B. FinanceWatch**

Mr. Patrick McCoy presented FinanceWatch (see pages 20 through 31 of the Committee book for the complete FinanceWatch report).

**New Money/Refundings:** Mr. McCoy reported on the Triborough Bridge and Tunnel Authority General Revenue Bonds, Series 2016A transaction, which was briefly reported on during the January Finance Committee meeting. With favorable market conditions, the total issuance was \$541.2 million. Mr. McCoy reported the par value on the refunded bonds was \$256 million, the present value savings achieved was \$34.6 million, or 13.5% of refunded par. Citigroup led the transaction together with special co-senior managers Cabrera Capital Markets, an MBE firm, and Academy Securities, Inc. a Service Disabled Veteran-Owned Business (SDVOB). Mr. McCoy further noted additional statistics and information are provided in the Committee book.

**Green Bonds:** Mr. McCoy reported on the Transportation Revenue Green and Refunding Green Bonds (Climate Bond Certified), Series 2016A transaction that priced the prior week. The transaction was the inaugural certified green bond transaction for MTA. Mr. McCoy indicated staff were pleased with the results, noting the all in True-Interest Cost (TIC) was 3.54% and spreads were good. Due to favorable market conditions, refunding bonds were added for a total issuance of \$782.5 million. Mr. McCoy highlighted that the retail order period provided \$270 million in orders, including several high net worth individuals who purchased the bonds because they were green bonds. Mr. McCoy noted that MTA will continue to issue green bonds as investor interest grows. Mr. McCoy complimented the bookrunning senior manager, Ramirez for a great job. He further noted statistics and additional information are available in the Committee book.

**Dedicated Tax Fund Refunding Bonds:** Mr. McCoy reported on an upcoming Dedicated Tax Fund Refunding Bonds, Series 2016A transaction, currently planned for \$500 million, but noted that is market sensitive. Mr. McCoy noted this was a merit based assignment to Wells Fargo Securities and will report on the transaction next month.

**Fuel Hedge:** Mr. McCoy reported that on January 27, 2016, MTA executed a hedge for ultra-low sulfur diesel fuel, for approximately 2.94 million gallons, with Goldman, Sachs & Co./J. Aron at all-in price of \$1.276/gallon. Three of MTA's eligible commodity counterparties participated in competitive bidding: Goldman, Sachs & Co./ J Aron, J.P. Morgan Ventures Energy Corporation and Macquarie Group. The hedge covers the period from January 2017 through December 2017.

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

### **A. Action Items**

Mr. Johnson reported that there were four action items.

#### **1. Approval of Swap Amendment and Novation**

Mr. McCoy reported the action item is to request Board approval to transfer three existing 2 Broadway Certificates of Participation (COPs) interest rate swaps to new counterparties and assumption by TBTA of payment obligations with an Interagency Agreement to reimburse TBTA (see pages 32 through 34 of the Committee book).

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

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

Mr. Johnson reported the next item, Extension of Owner Controlled Insurance for East Side Access (see pages 35 and 36 of the Committee book). MTA Risk & Insurance Management is seeking Board approval to extend certain insurance coverage components of the MTA's Owner Controlled Insurance Program (OCIP) for the East Side Access project through March 31, 2021, for an estimated total of \$248 million. The coverage components include General Liability and Workers Compensation, and Excess Liability, Pollution Liability and Railroad Protective Liability. In addition, included in this total is an increase for the maximum fee under the broker services contract for OCIP services through December 1, 2022.

**Discussion:** Mr. Albert inquired whether the insurance was for all of the East Side Access projects. Ms. Phyllis Rachmuth, Acting Director, Risk & Insurance Management, confirmed that all active contracts for East Side Access are covered by the insurance. Mr. Ferrer inquired regarding the source of the additional funds being utilized. Mr. Robert Foran indicated that the additional funding is anticipated to come from one of three sources, still to be determined, either within the project contingency in East Side Access, contingency within the Capital Program, or a reallocation from another project. Mr. Foran confirmed that once the funding decision is determined, staff will report back to the Board.

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

## **3. Mortgage Recording Tax Escalation Payments to Dutchess, Orange, and Rockland Counties**

Mr. Johnson reported the third item is for Board approval of the escalation payments to Dutchess, Orange, and Rockland counties for a total of \$2.4 million from available funds on deposit in the MRT-2 Corporate Transportation account (see pages 37 and 38 of the Committee book).

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

## **4. 2015 TBTA Operating Surplus**

Mr. Johnson reported the action item is the 2015 TBTA Operating Surplus to certify and transfer \$750.7 million of its operating surplus to the MTA and NYCT. It will transfer the \$182,604 representing investment income and to deduct \$26.9 million to be paid to the TBTA Necessary Reconstruction Reserve. Also, the action item is requesting to advance the 2016 TBTA Surplus (see pages 39 through 48 of the Committee book).

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

## **B. Reports and Information Item**

Mr. Johnson noted there were was one Report and Information Items, discussion of the February Financial Plan 2016 – 2019.

### **February Financial Plan 2016 – 2019**

Mr. Johnson presented the February Financial Plan highlights. He noted that certain important items that are included within the consolidated November Financial Plan, the MTA captures them

below-the-baseline as MTA Plan Adjustments. In addition, some adjustments to expenditure forecasts in the November Plan were derived after Agency baseline forecasts were locked. With Board approval secured, these items, “MTA Plan Adjustments,” can be appropriately allocated to the Agencies and captured within the February Plan. Furthermore, the February Plan also gives the MTA and its Agencies the opportunity to make technical adjustments to their budgets and forecasts which will result in improved reporting. It also establishes the 12 month allocation of the Adopted Budget for financials, utilization and positions which will be compared with actual results each month. Mr. Johnson commented that unlike the July and November Plans, the February Plan does not include any new proposals or programs. He further noted that detailed explanations of the programs and assumptions supporting the Plan can be found in the November 2015 Financial Plan which is posted on the MTA website (see <http://web.mta.info/mta/budget/>).

Mr. Johnson highlighted the changes to the November Plan, including certain technical adjustments affecting expenses and subsidies that have been incorporated into the baseline.

- Enterprise Asset Management (EAM) – The November Plan included centralized EAM contingency funds that could be used by the Agencies as plans became more developed. Consistent with this premise, a small portion of those contingency funds has been allocated to certain Agencies for newly identified EAM needs. This results in no net change to the MTA’s overall bottom line.
- Investment Pension Earnings which were previously captured below-the-line in the November Financial Plan, are now captured within the LIRR’s baseline with no net change to the MTA’s overall bottom line.
- Commuter Railroad Overhead Rates - The LIRR and MNR have updated the calculation of the 2016 overhead rates to take into consideration the impact of the retroactive wage adjustments that went into effect in 2014. This adjustment reduces the level of credit assumed in reimbursable overhead (capital reimbursements for the commuter railroads) and thereby increases the non-reimbursable budget by \$35 million in 2016 and \$12 million per year, thereafter.
- Second Avenue Subway – Full staffing to support revenue service projected for December 2016, previously included within MTA consolidated projections in the November Financial Plan, is now captured within the baseline of NYCT. This results in no net change to the MTA’s overall bottom line.

Mr. Johnson reported that the 2016 February Plan includes important policy actions and re-estimates that were highlighted “below-the-line” in the November Plan. With Board approval secured, these items will now be included within the MTA baseline:

- Committed to Capital – \$125 million in Additional Recurring Funding beginning in 2015
- Committed to Capital – \$75 million One Time – the November Plan utilized favorable real estate tax receipts to provide a one-time “Pay-As-You-Go” (PAYGO) investment of \$75 million in 2015.
- \$300 million Acceleration of the Planned 2018 Committed to Capital Contribution into 2015 - and the corresponding Debt Service Savings from this Acceleration.

Lastly, Mr. Johnson noted the certain MTA Plan adjustments remain below-the-baseline and therefore are not captured within Agency baseline forecasts. Specifically, the 4% fare and toll increase in 2017 and 2018 remain below the baseline, and MTA Efficiencies – Not Yet Implemented – Unidentified savings targets remaining in the November Plan total \$73 million in

2016, \$65 million in 2017, \$90 million in 2018 and \$82 million in 2019. The MTA is committed to continuing its program of identifying efficiencies that result in overall recurring savings for the organization. Mr. Johnson indicated that it is anticipated that the \$73 million target for 2016 will be identified and captured in the July Plan. Mr. Johnson noted that in order to help fund the MTA's operating commitment to the Capital Program, the MTA continues to carry forward additional combined targeted savings of \$50 million in 2017, \$75 million in 2018 and annualized to \$100 million in 2019 and beyond.

**Discussion:** Mr. Cappelli inquired regarding staffing needs to monitor violent and repeat offenders in the transit and commuter system, and commented on the action item that passed in the NYCT and Bus Committee to authorize the CEO to assign people as necessary to work to reduce recidivism and interact with the respective District Attorneys around the City. Mr. Prendergast noted he has been in discussions with the agencies regarding methods to reduce recidivism, but currently he does not anticipate additional resources being necessary, but staff will work on calculating costs associated with this effort to see whether additional resources are needed. Mr. Cappelli requested that a review of what is needed be reported to the Board when available. Mr. Prendergast indicated that the review and report will be part of the upcoming July Financial Plan process.

### **C. Procurements**

Mr. Angel Barbosa reported there were six competitive procurements for MTA Headquarters for personal services miscellaneous contracts for a total of \$153,653,503 (see pages 49 through 61 of the Committee book).

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

## **VI. Metro-North Railroad/LIRR**

### **A. Procurements**

Mr. Barbosa reported there was one competitive procurement for Metro-North and one competitive procurement for LIRR. The Metro-North competitive procurement is for a modification for additional funding to provide continuous rental of heavy equipment and vehicles for \$3,000,000. The LIRR competitive procurement is for a RFP to design and furnish signal system components for the new second track on the LIRR Ronkonkoma Branch (see pages 62 through 64 of the Committee book).

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

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

### **A. Action Item**

Mr. Barbosa reported there was one action item for NYCT/MTA Bus Operations, managed by MTA Capital Construction, requesting Board approval to enter into four agreements to accelerate the completion of critical activities necessary to comment revenue service on Phase 1 of the Second Avenue Subway (see pages 66 and 67 of the Committee book).

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

## **B. Procurements**

Mr. Barbosa reported there were two competitive procurements for NYCT for a total of \$205,300,000. One related to a contract for the 700/800 MHz Bus Radio System and the other for a retroactive modification for additional design services for the rehabilitation of nine stations and line structure on the Sea Branch Line in the amount of \$3.2 million (see pages 68 through 71 of the Committee book).

The Committee voted to recommend the procurement items before the Board for approval. Mr. Ferrer recused himself from the procurement item related to the contract for the 700/800 MHz Bus Radio System for NYCT and MTA Bus.

## **VIII. Bridges and Tunnels**

### **A. Procurements**

Mr. Barbosa reported there were three procurements for Bridges and Tunnels, for personal services for a total of \$27,570,900. One is a non-competitive procurement with NYC Department of Transportation for the construction of pier foundations, and two are competitive procurements related to All-Electronic Tolling pilot projects and to perform commercial driver license training (see pages 72 through 77 of the Committee book).

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

## **IX. FMTAC**

There were no items for FMTAC.

## **X. MTA Consolidated Reports**

This month's consolidated reports which includes 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 78 through 129 of the Committee book).

## **XI. Real Estate Agenda**

### **A. Action Items**

Mr. Rosen reported there were four action items and highlighted the item related to the authorization for Boston Properties as prospective re-developer of the buildings at 341 and 347 Madison Avenue (item (c)) (see pages 130 through 176 of the Committee book for all real estate action and information items).

**Discussion:** Mr. Albert inquired regarding the decision on whether it will be 24 FAR or 30 FAR. Mr. Rosen indicated that there is a lot of preliminary work, but anticipates the zoning process will

move forward and they will be able to remain on schedule. He further indicated he anticipates the decision will be for a minimum of 24 FAR because zoning has been for a commercial building of this type.

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

## **XII. Adjournment**

Upon motion duly made and seconded, the February 22, 2016 meeting of the Finance Committee was adjourned at 12:37 PM.

Respectfully submitted,

Marcia Tannian  
Assistant Director, Finance

# 2016 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

### **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

### **September 2016**

2017 Preliminary Budget/July Financial Plan 2017-2020  
(materials previously distributed)

MTA Div. Mgmt/Budget

#### *Action Item:*

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

MTA Grant Mgmt.



<i>Other:</i>	
Contract Change Order Report	MTA Proc., Agencies
MTA Financial Statements 2 <sup>nd</sup> Quarter for the Six-Months Ended June 2016	MTA Comptroller
<b><u>October 2016</u></b>	
2017 Preliminary Budget/July Financial Plan 2017-2020 (materials previously distributed)	MTA Div. Mgmt/Budget
<i>Other:</i>	
Update on the Business Service Center	MTA Business Service Center
Annual Review of MTA's Derivative Portfolio - Including Fuel Hedge	MTA Finance
MTA 2016 Semi-Annual Investment Report	MTA Treasury
<b><u>November 2016</u></b>	
2017 Final Proposed Budget/November Financial Plan 2017-2020 (Joint Session with MTA Board)	MTA Div. Mgmt/Budget
<i>Other:</i>	
Station Maintenance Billing Update	MTA Comptroller
Review and Assessment of the Finance Committee Charter	MTA CFO
<b><u>December 2016</u></b>	
Adoption of 2017 Budget and 2017-2020 Financial Plan	MTA Div. Mgmt/Budget
<i>Action Items:</i>	
MTA and TBTA Reimbursement Resolutions for Federal Tax Purposes	MTA Finance
Authorization to issue Transportation Revenue Bonds, Dedicated Tax Fund Bonds, TBTA General Revenue Bonds, and TBTA Subordinated Revenue Bonds	MTA Finance
Approval of Supplemental Resolutions Authorizing Refunding Bonds	MTA Finance
<i>Other:</i>	
Draft 2017 Finance Committee Work Plan	MTA Div. Mgmt/Budget
Contract Change Order Report	MTA Proc., Agencies
<b><u>January 2017</u></b>	
<i>Other:</i>	
Special Report: Finance Department 2016 Year-End Review	MTA Finance
MTA Financial Statements 3 <sup>rd</sup> Quarter for the Nine-Months Ended September 2016	MTA Comptroller
<b><u>February 2017</u></b>	
<i>Action Items:</i>	
2016 TBTA Operating Surplus	B&T/MTA
Mortgage Recording Tax – Escalation Payments to Dutchess, Orange and Rockland Counties	MTA Treasury, MTA Div. Mgmt/Budget
<i>Other:</i>	
February Financial Plan 2017-2020	MTA Div. Mgmt/Budget

## **March 2017**

### *Action Items:*

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

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

All-Agency Annual Procurement Report

### *Other:*

MTA Prompt Payment Annual Report 2016

MTA Business Service  
Center

Contract Change Order Report

MTA Proc., Agencies

## **DETAILS**

### **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.

## **SEPTEMBER 2016**

### **2017 Preliminary Budget/July Financial Plan 2017-2020**

Public comment will be accepted on the 2017 Preliminary Budget.

#### *Action Item:*

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

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

#### *Other:*

### **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 2016**

### **2017 Preliminary Budget/July Financial Plan 2017-2020**

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 – Including Fuel Hedge**

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

### **MTA 2016 Semi-Annual Investment Report**

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

## **NOVEMBER 2016**

### **2017 Final Proposed Budget/November 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 Final Proposed Budget for 2017, and an updated Financial Plan for 2017-2020.

#### *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, 2016.

### **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 2016**

### **Adoption of 2017 Budget and 2017-2020 Financial Plan**

The Committee will recommend action to the Board on the Final Proposed Budget for 2017 and 2017-2020 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 New Money Bonds.**

Board approval to allow for the issuance of new money bonds to fund existing approved bond financed capital projects under the Transportation Revenue Bond Obligation Resolution, the Dedicated Tax Fund Obligation Resolution, and in the case of Bridge & Tunnel Capital Projects, the Triborough Bridge and Tunnel Authority Senior and Subordinate Obligation Resolutions.

### **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 2017 Finance Committee Work Plan**

The MTA Chief Financial Officer will present a proposed 2017 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 2017**

*Other:*

#### Special Report: Finance Department 2016 Year-End Review

The MTA Finance Department will present a report that summarizes financing activities for 2016.

#### MTA Financial Statements for the Nine-Months Ended, September 2016

Included for information is a copy of the Independent Accountant's Review Report of MTA Financial Statements for the Nine-Months ended, September 30, 2016.

### **FEBRUARY 2017**

*Action Items:*

#### 2016 TBTA Operating Surplus

MTA Bridges and Runnels should be prepared to answer questions on a staff summary requesting (1) transfer of TBTA 2016 Operating Surplus and Investment Income, (2) advances of TBTA 2016 Operating Surplus, and (3) the deduction from 2017 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 2017-2020

The MTA Division of Management and Budget will present for information purposes a revised 2017-2020 Financial Plan reflecting any technical adjustments from the Adopted Budget and the incorporation of certain "below-the-line" policy actions into the baseline.

### **MARCH 2017**

*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 2016

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.

# FinanceWatch

March 21, 2016

## Financing Activity

### Refunding

#### **\$579,955,000 Dedicated Tax Fund Refunding Bonds, Series 2016A**

On March 2, 2016, MTA successfully priced \$579.955 million of Dedicated Tax Fund Refunding Bonds, Series 2016A. The proceeds from the transaction were used to retire the following series of bonds:

<b><u>Issues and Series</u></b>	<b><u>Refunded Par (\$m)</u></b>
Dedicated Tax Fund Bonds, Series 2004B	12.980
Dedicated Tax Fund Bonds, Series 2006A	204.215
Dedicated Tax Fund Bonds, Series 2006B	260.530
Dedicated Tax Fund Bonds, Series 2009A	113.850
Dedicated Tax Fund Bonds, Series 2009B	<u>79.030</u>
Total	<u>670.605</u>

The Series 2016A bonds were issued as tax-exempt fixed-rate bonds with a final maturity of November 15, 2036.

The transaction resulted in a net present value savings of \$103.078 million or 15.37% of the par amount of the refunded bonds. The transaction was led by book-running senior manager Wells Fargo Securities, together with special co-senior managers: Goldman, Sachs & Co.; BofA Merrill Lynch; MBE firms Loop Capital Markets and Rice Financial Products Company; and Service Disabled Veteran-Owned firm Academy Securities, Inc. Nixon Peabody LLP and D. Seaton and Associates served as co-bond counsel, and Public Financial Management, Inc. served as financial advisor.

#### Transactions Summary Statistics

	<b><u>Series 2016A</u></b>
<i>Par Amount:</i>	\$579.955 million
<i>Premium:</i>	\$134.179 million
<i>All-in TIC:</i>	2.98%
<i>Average Coupon:</i>	5.10%
<i>Average Life:</i>	13.25 years
<i>PV Savings (\$):</i>	103.078 million
<i>PV Savings (%):</i>	15.37% <sup>(1)</sup>
<i>Final Maturity:</i>	11/15/2036
<i>Underwriter's Discount:</i>	\$4.69 (\$2,718,863)
<i>State Bond Issuance Fee:</i>	\$0 <sup>(2)</sup>
<i>Cost of Issuance:</i>	\$1.19 (\$677,594)
<i>Ratings (S&amp;P/Fitch)</i>	AA/AA
<i>Senior Managers:</i>	Wells Fargo Securities
<i>Special Co-Senior Managers:</i>	Academy Securities   BofA Merrill Lynch Goldman, Sachs & Co.   Loop Capital Markets Rice Financial Products

<sup>(1)</sup> MTA's Bond and Other Debt Obligations Refunding Policy states that a refunding must achieve an aggregate NPV savings of 3.0% of the par amount of the refunded bonds.

<sup>(2)</sup> MTA received a waiver from making this payment from the State Division of the Budget.



## **Upcoming Financings**

### **Remarketing**

#### **\$150,000,000 Dedicated Tax Fund Variable Rate Bonds, Subseries 2002B-1**

In March 2016, MTA will effect a mandatory tender and remarket \$150 million of Dedicated Tax Fund Variable Rate Bonds Subseries 2002B-1, because its related letter of credit is set to expire by its terms.

### **New Money**

#### **\$700,000,000 MTA Transportation Revenue Bond Anticipation Notes, Series 2016A**

In March 2016, MTA expects to issue \$700 million of MTA Transportation Revenue Bond Anticipation Notes, Series 2016A, to finance existing approved transit and commuter projects. Nixon Peabody LLP and D. Seaton and Associates will serve as co-bond counsel, and Public Financial Management, Inc. will serve as financial advisor.

### **Fuel Hedging Program**

#### **\$3,845,749 Diesel Fuel Hedge**

On February 23, 2016, MTA executed a 2,935,686 gallon ultra-low sulfur diesel fuel hedge with J.P. Morgan Ventures Energy Corporation at an all-in price of \$1.310/gallon. The following MTA existing approved commodity counterparties, participated in bidding on the transaction: Goldman, Sachs & Co./ J Aron, J.P. Morgan Ventures Energy Corporation, and Macquarie Group. The hedge covers the period from February 2017 through January 2018.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**FEBRUARY FINANCIAL PLAN - Adopted Budget**

**Debt Service**  
**February 2016**

(\$ in millions)

	<b>Adopted Budget</b>	<b>Actual</b>	<b>Variance</b>	<b>% Var</b>	<b>Explanation</b>
Dedicated Tax Fund:					
NYC Transit	\$33.3	\$29.9	\$3.4		Lower than budgeted variable rates and timing of new money bond issuance.
Commuter Railroads	6.8	6.4	0.5		
<b>Dedicated Tax Fund Subtotal</b>	<b>\$40.1</b>	<b>\$36.2</b>	<b>\$3.9</b>	<b>9.6%</b>	
MTA Transportation Revenue:					
NYC Transit	\$83.1	\$66.3	\$16.8		Lower than budgeted variable rate, refunding of TRB bonds, and timing of new money bond issuance.
Commuter Railroads	51.4	41.8	9.6		
MTA Bus	1.8	2.2	(0.4)		
SIRTOA	0.1	0.1	0.1		
<b>MTA Transportation Revenue Subtotal</b>	<b>\$136.5</b>	<b>\$110.4</b>	<b>\$26.1</b>	<b>19.1%</b>	
MTA Transportation Revenue BANs:					
NYC Transit	\$0.1	\$0.0	\$0.1		Lower than budgeted variable rates.
Commuter Railroads	0.0	0.0	0.0		
MTA Bus	0.0	0.0	0.0		
<b>MTA Transp Revenue BANs Subtotal</b>	<b>\$0.1</b>	<b>\$0.0</b>	<b>\$0.1</b>	<b>100.0%</b>	
2 Broadway COPs:					
NYC Transit	\$1.6	\$1.6	\$0.0		Lower than budgeted variable rates.
Bridges & Tunnels	0.2	0.2	0.0		
MTA HQ	0.2	0.0	0.2		
<b>2 Broadway COPs Subtotal</b>	<b>\$2.0</b>	<b>\$1.8</b>	<b>\$0.2</b>	<b>10.5%</b>	
TBTA General Resolution (2):					
NYC Transit	\$14.8	\$14.3	\$0.5		Lower than budgeted variable rate, refunding of TBTA Sr. bonds, and timing of new money bond issuance.
Commuter Railroads	7.0	6.7	0.3		
Bridges & Tunnels	21.5	20.1	1.4		
<b>TBTA General Resolution Subtotal</b>	<b>\$43.3</b>	<b>\$41.1</b>	<b>\$2.2</b>	<b>5.1%</b>	
TBTA Subordinate (2):					
NYC Transit	\$6.1	\$5.7	\$0.4		Lower than budgeted variable rates.
Commuter Railroads	2.7	2.5	0.2		
Bridges & Tunnels	2.4	2.3	0.2		
<b>TBTA Subordinate Subtotal</b>	<b>\$11.2</b>	<b>\$10.5</b>	<b>\$0.7</b>	<b>6.4%</b>	
<b>Total Debt Service</b>	<b>\$233.3</b>	<b>\$200.0</b>	<b>\$33.2</b>	<b>14.2%</b>	
Debt Service by Agency:					
NYC Transit	\$139.0	\$117.7	\$21.2		
Commuter Railroads	68.0	57.4	10.5		
MTA Bus	1.8	2.2	(0.4)		
SIRTOA	0.1	0.1	0.1		
Bridges & Tunnels	24.2	22.6	1.5		
MTAHQ	0.2	0.0	0.2		
<b>Total Debt Service</b>	<b>\$233.3</b>	<b>\$200.0</b>	<b>\$33.2</b>	<b>14.2%</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**  
**February 2016 Year-to-Date**

(\$ in millions)

	<b>Adopted Budget</b>	<b>Actual</b>	<b>Variance</b>	<b>% Var</b>	<b>Explanation</b>
Dedicated Tax Fund:					
NYC Transit	\$66.6	\$60.0	\$6.5		Lower than budgeted variable rates and timing of new money bond issuance.
Commuter Railroads	13.7	12.8	0.8		
<b>Dedicated Tax Fund Subtotal</b>	<b>\$80.2</b>	<b>\$72.9</b>	<b>\$7.4</b>	<b>9.2%</b>	
MTA Transportation Revenue:					
NYC Transit	\$166.1	\$137.6	\$28.5		Lower than budgeted variable rate, refunding of TRB bonds, and timing of new money bond issuance.
Commuter Railroads	102.9	86.8	16.1		
MTA Bus	3.7	4.6	(0.9)		
SIRTOA	0.2	0.1	0.1		
<b>MTA Transportation Revenue Subtotal</b>	<b>\$272.9</b>	<b>\$229.1</b>	<b>\$43.8</b>	<b>16.1%</b>	
MTA Transportation Revenue BANs:					
NYC Transit	\$0.2	\$0.0	\$0.2		Lower than budgeted variable rates.
Commuter Railroads	0.1	0.0	0.1		
MTA Bus	0.0	0.0	0.0		
<b>MTA Transp Revenue BANs Subtotal</b>	<b>\$0.3</b>	<b>\$0.0</b>	<b>\$0.3</b>	<b>100.0%</b>	
2 Broadway COPs:					
NYC Transit	\$3.1	\$3.0	\$0.1		Lower than budgeted variable rates.
Bridges & Tunnels	0.4	0.4	0.0		
MTA HQ	0.4	0.0	0.4		
<b>2 Broadway COPs Subtotal</b>	<b>\$4.0</b>	<b>\$3.5</b>	<b>\$0.5</b>	<b>12.4%</b>	
TBTA General Resolution (2):					
NYC Transit	\$29.7	\$28.1	\$1.5		Lower than budgeted variable rate, refunding of TBTA Sr. bonds, and timing of new money bond issuance.
Commuter Railroads	13.9	13.2	0.7		
Bridges & Tunnels	43.0	39.7	3.4		
<b>TBTA General Resolution Subtotal</b>	<b>\$86.7</b>	<b>\$81.0</b>	<b>\$5.6</b>	<b>6.5%</b>	
TBTA Subordinate (2):					
NYC Transit	\$12.2	\$12.7	(\$0.5)		Timing of debt service deposits.
Commuter Railroads	5.4	5.6	(0.2)		
Bridges & Tunnels	4.8	5.0	(0.2)		
<b>TBTA Subordinate Subtotal</b>	<b>\$22.5</b>	<b>\$23.3</b>	<b>(\$0.8)</b>	<b>-3.7%</b>	
<b>Total Debt Service</b>	<b>\$466.5</b>	<b>\$409.7</b>	<b>\$56.8</b>	<b>12.2%</b>	
Debt Service by Agency:					
NYC Transit	\$277.9	\$241.5	\$36.4		
Commuter Railroads	135.9	118.4	17.5		
MTA Bus	3.7	4.6	(0.9)		
SIRTOA	0.2	0.1	0.1		
Bridges & Tunnels	48.3	45.1	3.2		
MTAHQ	0.4	0.0	0.4		
<b>Total Debt Service</b>	<b>\$466.5</b>	<b>\$409.7</b>	<b>\$56.8</b>	<b>12.2%</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)**

Issue		TRB 2005E-2		TRB 2005E-3		TRB 2005D-1		TRB 2002G-1g		TRB 2012G-2	
Remarketing Agent		J.P.Morgan		Loop Capital		Merrill Lynch		Goldman		TD Securities	
Liquidity Provider		J.P.Morgan		Bank of Montreal		Helaba		TD Bank		TD Bank	
Liquidity/Insurer		LoC		LoC		LoC		LoC		LoC	
Par Outstanding (\$m)		75.00		75.00		150.00		42.55		125.00	
Swap Notional (\$m)		0.00		45.00		150.00		39.21		125.00	
Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
1/27/2016	0.01%	0.01%	0.00%	0.01%	0.00%	0.01%	0.00%	0.01%	0.00%	0.01%	0.00%
2/3/2016	0.01%	0.01%	0.00%	0.01%	0.00%	0.01%	0.00%	0.01%	0.00%	0.01%	0.00%
2/10/2016	0.01%	0.01%	0.00%	0.01%	0.00%	0.01%	0.00%	0.01%	0.00%	0.01%	0.00%
2/17/2016	0.01%	0.01%	0.00%	0.01%	0.00%	0.01%	0.00%	0.02%	0.01%	0.01%	0.00%
2/24/2016	0.01%	0.01%	0.00%	0.01%	0.00%	0.01%	0.00%	0.01%	0.00%	0.01%	0.00%
3/2/2016	0.02%	0.01%	-0.01%	0.02%	0.00%	0.01%	-0.01%	0.01%	-0.01%	0.02%	0.00%

**Transportation Revenue Bonds**

**Dedicated Tax Fund Bonds**

Issue		TRB 2015E-2		TRB 2015E-3		TRB 2015E-4		DTF 2002B-1	
Remarketing Agent		Citigroup		Loop Capital		Loop Capital		Morgan Stanley	
Liquidity Provider		Bank of Tokyo		Bank of the West		Bank of the West		State Street Bank	
Liquidity/Insurer		LoC		LoC		LoC		LoC	
Par Outstanding (\$m)		250.00		200.00		50.00		150.00	
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
1/27/2016	0.01%	0.01%	0.00%	0.01%	0.00%	0.02%	0.01%	0.01%	0.00%
2/3/2016	0.01%	0.01%	0.00%	0.01%	0.00%	0.02%	0.01%	0.01%	0.00%
2/10/2016	0.01%	0.01%	0.00%	0.01%	0.00%	0.02%	0.01%	0.01%	0.00%
2/17/2016	0.01%	0.01%	0.00%	0.01%	0.00%	0.02%	0.01%	0.01%	0.00%
2/24/2016	0.01%	0.01%	0.00%	0.01%	0.00%	0.02%	0.01%	0.01%	0.00%
3/2/2016	0.02%	0.02%	0.00%	0.02%	0.00%	0.03%	0.01%	0.01%	-0.01%

**TBTA General Revenue Bonds**

Issue		TBTA 2005B-3	
Remarketing Agent		Morgan Stanley	
Liquidity Provider		Tokyo Mitsubishi	
Liquidity/Insurer		LoC	
Par Outstanding (\$m)		192.20	
Swap Notional (\$m)		192.20	
Date	SIFMA	Rate	Spread to SIFMA
1/27/2016	0.01%	0.01%	0.00%
2/3/2016	0.01%	0.01%	0.00%
2/10/2016	0.01%	0.01%	0.00%
2/17/2016	0.01%	0.01%	0.00%
2/24/2016	0.01%	0.01%	0.00%
3/2/2016	0.02%	0.01%	-0.01%

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		LoC		LoC	
Par Outstanding (\$m)		117.81		117.80		81.91	
Swap Notional (\$m)		None		None		2.05	
Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
1/26/2016	0.01%	0.01%	0.00%	0.01%	0.00%	0.01%	0.00%
2/2/2016	0.01%	0.01%	0.00%	0.01%	0.00%	0.01%	0.00%
2/9/2016	0.01%	0.01%	0.00%	0.01%	0.00%	0.01%	0.00%
2/16/2016	0.01%	0.01%	0.00%	0.01%	0.00%	0.01%	0.00%
2/23/2016	0.01%	0.01%	0.00%	0.01%	0.00%	0.01%	0.00%
3/1/2016	0.02%	0.02%	0.00%	0.01%	-0.01%	0.01%	-0.01%

Issue		TBTA 2005A		TBTA SUB 2013D-2a		TBTA SUB 2013D-2b	
Remarketing Agent		TD Securities		BofA Merrill		BofA Merrill	
Liquidity Provider		TD Bank		BofA Merrill		BofA Merrill	
Liquidity/Insurer		LoC		LoC (Taxable)		LoC (Taxable)	
Par Outstanding (\$m)		118.68		58.02		90.45	
Swap Notional (\$m)		23.23		None		None	
Outstanding (\$m)	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
1/26/2016	0.01%	0.01%	0.00%	0.40%	0.39%	0.40%	0.39%
2/2/2016	0.01%	0.01%	0.00%	0.40%	0.39%	0.40%	0.39%
2/9/2016	0.01%	0.01%	0.00%	0.40%	0.39%	0.40%	0.39%
2/16/2016	0.01%	0.01%	0.00%	0.40%	0.39%	0.40%	0.39%
2/23/2016	0.01%	0.01%	0.00%	0.40%	0.39%	0.40%	0.39%
3/1/2016	0.02%	0.01%	-0.01%	0.40%	0.38%	0.40%	0.38%

Report Date 3/2/2016

**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		04/01/19		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	Spread to		Spread to		Spread to		Spread to	
		Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA
1/27/2016	0.01%	0.28%	0.27%	0.51%	0.50%	0.37%	0.36%	0.59%	0.58%
2/3/2016	0.01%	0.28%	0.27%	0.51%	0.50%	0.37%	0.36%	0.59%	0.58%
2/10/2016	0.01%	0.28%	0.27%	0.51%	0.50%	0.37%	0.36%	0.59%	0.58%
2/17/2016	0.01%	0.28%	0.27%	0.51%	0.50%	0.37%	0.36%	0.59%	0.58%
2/24/2016	0.01%	0.28%	0.27%	0.51%	0.50%	0.37%	0.36%	0.59%	0.58%
3/2/2016	0.02%	0.29%	0.27%	0.52%	0.50%	0.38%	0.36%	0.60%	0.58%

**Dedicated Tax Fund Bonds**

Issue		DTF 2002B-3a		DTF 2002B-3b		DTF 2002B-3c		DTF 2002B-3d	
Remarketing Agent		N/A		N/A		N/A		N/A	
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	Spread to		Spread to		Spread to		Spread to	
		Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA
1/27/2016	0.01%	0.76%	0.75%	0.91%	0.90%	0.96%	0.95%	1.01%	1.00%
2/3/2016	0.01%	0.76%	0.75%	0.91%	0.90%	0.96%	0.95%	1.01%	1.00%
2/10/2016	0.01%	0.76%	0.75%	0.91%	0.90%	0.96%	0.95%	1.01%	1.00%
2/17/2016	0.01%	0.76%	0.75%	0.91%	0.90%	0.96%	0.95%	1.01%	1.00%
2/24/2016	0.01%	0.76%	0.75%	0.91%	0.90%	0.96%	0.95%	1.01%	1.00%
3/2/2016	0.02%	0.77%	0.75%	0.92%	0.90%	0.97%	0.95%	1.02%	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)		83.74		84.86		35.00		54.47		44.74	
Swap Notional (\$m)		82.04		83.47		None		None		None	
Date	SIFMA	Spread to		Spread to		Spread to		Spread to		Spread to	
		Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA
1/27/2016	0.01%	0.39%	0.38%	0.59%	0.58%	0.38%	0.37%	0.37%	0.36%	0.46%	0.45%
2/3/2016	0.01%	0.39%	0.38%	0.59%	0.58%	0.38%	0.37%	0.37%	0.36%	0.46%	0.45%
2/10/2016	0.01%	0.39%	0.38%	0.59%	0.58%	0.38%	0.37%	0.37%	0.36%	0.46%	0.45%
2/17/2016	0.01%	0.39%	0.38%	0.59%	0.58%	0.38%	0.37%	0.37%	0.36%	0.46%	0.45%
2/24/2016	0.01%	0.39%	0.38%	0.59%	0.58%	0.38%	0.37%	0.37%	0.36%	0.46%	0.45%
3/2/2016	0.02%	0.40%	0.38%	0.60%	0.58%	0.39%	0.37%	0.38%	0.36%	0.47%	0.45%

**TBTA General Revenue Bonds**

Issue		TBTA SUB 2000ABCD-3		TBTA SUB 2000ABCD-4		TBTA SUB 2000ABCD-5	
Remarketing Agent		N/A		N/A		N/A	
Initial Purchase Date		1/1/2017		1/1/2018		1/1/2019	
Liquidity/Insurer		None		None		None	
Par Outstanding (\$m)		36.60		38.85		18.85	
Swap Notional (\$m)		21.66		22.99		11.15	
Date	SIFMA	Spread to		Spread to		Spread to	
		Rate	SIFMA	Rate	SIFMA	Rate	SIFMA
1/27/2016	0.01%	0.26%	0.25%	0.36%	0.35%	0.45%	0.44%
2/3/2016	0.01%	0.26%	0.25%	0.36%	0.35%	0.45%	0.44%
2/10/2016	0.01%	0.26%	0.25%	0.36%	0.35%	0.45%	0.44%
2/17/2016	0.01%	0.26%	0.25%	0.36%	0.35%	0.45%	0.44%
2/24/2016	0.01%	0.26%	0.25%	0.36%	0.35%	0.45%	0.44%
3/2/2016	0.02%	0.27%	0.25%	0.37%	0.35%	0.46%	0.44%

Report Date 3/2/2016

**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-1c	
Remarketing Agent		N/A		N/A		N/A	
Initial Purchase Date		5/15/2017		5/15/2018		11/1/2016	
Liquidity/Insurer		Assured		Assured		None	
Par Outstanding (\$m)		100.00		100.00		13.26	
Swap Notional (\$m)		100.00		100.00		12.22	
Date	67% of 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR
1/27/2016	0.29%	0.77%	0.48%	0.90%	0.61%	0.98%	0.69%
2/3/2016	0.29%	0.76%	0.48%	0.89%	0.61%	0.98%	0.69%
2/10/2016	0.29%	0.76%	0.48%	0.89%	0.61%	0.98%	0.69%
2/17/2016	0.29%	0.76%	0.48%	0.89%	0.61%	0.98%	0.69%
2/24/2016	0.29%	0.76%	0.47%	0.89%	0.60%	0.98%	0.68%
3/2/2016	0.29%	0.77%	0.48%	0.90%	0.61%	0.98%	0.69%

Issue		TRB 2002G-1d		TRB 2002G-1f		TRB 2002G-1h		TRB 2011B	
Remarketing Agent		N/A		N/A		N/A		N/A	
Initial Purchase Date		11/1/2017		11/1/2018		11/1/2016		11/1/2017	
Liquidity/Insurer		None		None		None		None	
Par Outstanding (\$m)		13.80		42.58		56.89		99.56	
Swap Notional (\$m)		12.72		39.24		52.43		46.56	
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
1/27/2016	0.29%	1.12%	0.83%	0.77%	0.48%	1.14%	0.85%	0.64%	0.35%
2/3/2016	0.29%	1.12%	0.83%	0.77%	0.48%	1.14%	0.85%	0.64%	0.35%
2/10/2016	0.29%	1.12%	0.83%	0.77%	0.48%	1.14%	0.85%	0.64%	0.35%
2/17/2016	0.29%	1.12%	0.83%	0.77%	0.48%	1.14%	0.85%	0.64%	0.35%
2/24/2016	0.29%	1.12%	0.82%	0.77%	0.47%	1.14%	0.84%	0.64%	0.34%
3/2/2016	0.29%	1.12%	0.83%	0.77%	0.47%	1.14%	0.85%	0.64%	0.34%

Issue		TRB 2012G-1		TRB 2012G-3		TRB 2012G-4	
Remarketing Agent		N/A		N/A		N/A	
Initial Purchase Date		11/1/2019		11/1/2016		11/1/2017	
Liquidity/Insurer		None		None		None	
Par Outstanding (\$m)		84.45		75.00		73.40	
Swap Notional (\$m)		84.45		75.00		73.40	
Date	67% of 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR
1/27/2016	0.29%	0.59%	0.30%	0.99%	0.70%	1.13%	0.84%
2/3/2016	0.29%	0.59%	0.30%	0.99%	0.70%	1.13%	0.84%
2/10/2016	0.29%	0.59%	0.30%	0.99%	0.70%	1.13%	0.84%
2/17/2016	0.29%	0.59%	0.30%	0.99%	0.70%	1.13%	0.84%
2/24/2016	0.29%	0.59%	0.29%	0.99%	0.69%	1.13%	0.83%
3/2/2016	0.29%	0.59%	0.29%	0.99%	0.70%	1.13%	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		11/1/2016		1/3/2017		2/1/2019		12/1/2018		1/1/2017	
Liquidity/Insurer		None		None		None		None		None	
Par Outstanding (\$m)		27.00		37.50		38.70		43.80		45.20	
Swap Notional (\$m)		27.00		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
1/27/2016	0.29%	0.59%	0.30%	0.81%	0.52%	0.69%	0.40%	0.87%	0.58%	0.94%	0.65%
2/3/2016	0.29%	0.59%	0.30%	0.81%	0.52%	0.69%	0.40%	0.87%	0.58%	0.94%	0.65%
2/10/2016	0.29%	0.59%	0.30%	0.81%	0.52%	0.69%	0.40%	0.87%	0.58%	0.94%	0.65%
2/17/2016	0.29%	0.59%	0.30%	0.81%	0.52%	0.69%	0.40%	0.87%	0.58%	0.94%	0.65%
2/24/2016	0.29%	0.59%	0.29%	0.81%	0.51%	0.69%	0.39%	0.87%	0.57%	0.94%	0.64%
3/2/2016	0.29%	0.59%	0.30%	0.81%	0.52%	0.69%	0.40%	0.87%	0.58%	0.94%	0.65%

Issue		TBTA 2003B-2		TBTA 2008B-2	
Remarketing Agent		N/A		NA	
Initial Purchase Date		12/3/2019		11/15/2021	
Liquidity/Insurer		None		None	
Par Outstanding (\$m)		46.05		63.65	
Swap Notional (\$m)		1.15		None	
Date	67% of 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR
1/27/2016	0.29%	0.64%	0.35%	0.79%	0.50%
2/3/2016	0.29%	0.64%	0.35%	0.79%	0.50%
2/10/2016	0.29%	0.64%	0.35%	0.79%	0.50%
2/17/2016	0.29%	0.64%	0.35%	0.79%	0.50%
2/24/2016	0.29%	0.64%	0.34%	0.79%	0.49%
3/2/2016	0.29%	0.64%	0.35%	0.79%	0.50%

Report Date 3/2/2016

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

**Transportation Revenue Bonds**

Issue		TRB 2005D-2		TRB 2005E-1		TRB 2015E-1		TRB 2015E-5	
Dealer		Morgan Stanley		Jefferies		US Bancorp		US Bancorp	
Liquidity Provider		Helaba		Bank of Montreal		US Bank		US Bank	
Type of Liquidity		LoC		LoC		LoC		LoC	
Par Outstanding (\$m)		100.00		100.00		100.00		50.00	
Swap Notional (\$m)		100.00		60.00		None		None	
Date	SIFMA	Spread to		Spread to		Spread to		Spread to	
		Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA
2/24/2016	0.02%	0.01%	-0.01%	0.01%	-0.01%	0.01%	-0.01%	0.01%	-0.01%
2/25/2016	0.02%	0.01%	-0.01%	0.01%	-0.01%	0.01%	-0.01%	0.01%	-0.01%
2/26/2016	0.02%	0.01%	-0.01%	0.01%	-0.01%	0.01%	-0.01%	0.01%	-0.01%
2/27/2016	0.02%	0.01%	-0.01%	0.01%	-0.01%	0.01%	-0.01%	0.01%	-0.01%
2/28/2016	0.02%	0.01%	-0.01%	0.01%	-0.01%	0.01%	-0.01%	0.01%	-0.01%
2/29/2016	0.02%	0.01%	-0.01%	0.01%	-0.01%	0.01%	-0.01%	0.01%	-0.01%
3/1/2016	0.02%	0.01%	-0.01%	0.01%	-0.01%	0.01%	-0.01%	0.01%	-0.01%
3/2/2016	0.02%	0.01%	-0.01%	0.01%	-0.01%	0.01%	-0.01%	0.01%	-0.01%
3/3/2016	0.02%	0.03%	0.01%	0.01%	-0.01%	0.01%	-0.01%	0.01%	-0.01%
3/4/2016	0.02%	0.03%	0.01%	0.01%	-0.01%	0.01%	-0.01%	0.01%	-0.01%

**TBTA General Revenue Bonds**

**Dedicated Tax Fund Bonds**

Issue		TBTA 2002F		TBTA 2003B-3		TBTA 2005B-2		DTF 2008A-1	
Dealer		JP Morgan		US Bancorp		Wells Fargo		RBC Capital	
Liquidity Provider		Helaba		US. Bank		Wells Fargo		RBC	
Type of Liquidity		LoC		LoC		LoC		LoC	
Par Outstanding (\$m)		187.70		52.41		192.20		168.60	
Swap Notional (\$m)		187.70		1.31		192.20		165.51	
Date	SIFMA	Spread to		Spread to		Spread to		Spread to	
		Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA
2/24/2016	0.02%	0.01%	-0.01%	0.01%	-0.01%	0.01%	-0.01%	0.01%	-0.01%
2/25/2016	0.02%	0.01%	-0.01%	0.01%	-0.01%	0.01%	-0.01%	0.01%	-0.01%
2/26/2016	0.02%	0.01%	-0.01%	0.01%	-0.01%	0.01%	-0.01%	0.01%	-0.01%
2/27/2016	0.02%	0.01%	-0.01%	0.01%	-0.01%	0.01%	-0.01%	0.01%	-0.01%
2/28/2016	0.02%	0.01%	-0.01%	0.01%	-0.01%	0.01%	-0.01%	0.01%	-0.01%
2/29/2016	0.02%	0.01%	-0.01%	0.01%	-0.01%	0.01%	-0.01%	0.01%	-0.01%
3/1/2016	0.02%	0.01%	-0.01%	0.01%	-0.01%	0.01%	-0.01%	0.01%	-0.01%
3/2/2016	0.02%	0.01%	-0.01%	0.01%	-0.01%	0.01%	-0.01%	0.01%	-0.01%
3/3/2016	0.02%	0.01%	-0.01%	0.01%	-0.01%	0.01%	-0.01%	0.02%	0.00%
3/4/2016	0.02%	0.01%	-0.01%	0.01%	-0.01%	0.01%	-0.01%	0.02%	0.00%

Report Date 3/4/2016

**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>	91.250	9.550	7.150	26.675
<b>Swap Notional (\$m)</b>	None	9.550	7.150	26.675
<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>Jan. 18 thru Jan. 22, 2016</i>	<b>0.850%</b>	<b>1.170%</b>	<b>1.169%</b>	<b>1.170%</b>
<i>Jan. 25 thru Jan. 29, 2016</i>	<b>0.861%</b>	<b>1.184%</b>	<b>1.184%</b>	<b>1.177%</b>
<i>Feb. 1 thru Feb. 5, 2016</i>	<b>0.857%</b>	<b>1.174%</b>	<b>1.178%</b>	<b>1.178%</b>
<i>Feb. 8 thru Feb. 12, 2016</i>	<b>0.857%</b>	<b>1.180%</b>	<b>1.178%</b>	<b>1.173%</b>
<i>Feb. 15 thru Feb. 19, 2016</i>	<b>0.859%</b>	<b>1.184%</b>	<b>1.181%</b>	<b>1.183%</b>
<i>Feb. 22 thru Feb. 26, 2016</i>	<b>0.872%</b>	<b>1.192%</b>	<b>1.198%</b>	<b>1.193%</b>
<i>Feb. 29 thru Mar. 4, 2016</i>	<b>0.871%</b>	<b>1.211%</b>	<b>1.197%</b>	<b>1.203%</b>
<i>Corresponding Libor Rate</i>	<b>0.435%</b>	<b>0.441%</b>	<b>0.435%</b>	<b>0.438%</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>	90.625	24.575	2.550
<b>Swap Notional (\$m)</b>	None	24.575	2.550
<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>October 2015</i>	<b>0.377%</b>	<b>0.534%</b>	<b>0.541%</b>
<i>November 2015</i>	<b>0.463%</b>	<b>0.536%</b>	<b>0.542%</b>
<i>December 2015</i>	<b>0.843%</b>	<b>0.872%</b>	<b>1.136%</b>
<i>January 2016</i>	<b>0.851%</b>	<b>1.170%</b>	<b>1.170%</b>
<i>February 2016</i>	<b>0.860%</b>	<b>1.188%</b>	<b>1.206%</b>
<i>Corresponding Libor Rate</i>	<b>0.430%</b>	<b>0.432%</b>	<b>0.439%</b>
<i>Fail Rate</i>	<b>200%</b>	<b>275%</b>	<b>275%</b>

**Report Date 3/2/2016**



Type of Credit					Outstanding			Total Outstanding	TIC <sup>1</sup>	Notes
Underlying Ratings (Moody's / S&P / Fitch / Kroll)	Series	BPA Sale Date	Series Original Final Maturity	Principal Iss. Amount	Fixed Amount	Variable Amount	Synthetic Fixed Amount			
MTA Transportation Revenue Bonds (A1/AA-/A/AA+)	2002B	5/28/02	11/1/2022	210.500	-	181.875	-	181.875	1.37	
	2002D	5/29/02	11/1/2032	400.000	174.725	-	200.000	374.725	4.47	
	2002G	11/19/02	11/1/2026	400.000	-	13.255	155.815	169.070	4.02	
	2003A	5/8/03	11/15/2032	475.340	86.330	-	-	86.330	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	38.065	-	-	38.065	4.76	
	2005B	6/22/05	11/15/2035	750.000	163.685	-	-	163.685	4.80	
	2005C	10/19/05	11/15/2016	150.000	11.415	-	-	11.415	4.19	
	2005D	11/1/05	11/1/2035	250.000	-	-	250.000	250.000	4.30	
	2005E	11/1/05	11/1/2035	250.000	-	100.000	150.000	250.000	3.31	
	2005G	12/7/05	11/1/2026	250.000	233.540	-	-	233.540	4.34	
	2006A	7/13/06	11/15/2035	475.000	298.425	-	-	298.425	4.89	
	2006B	12/13/06	11/15/2036	717.730	301.265	-	-	301.265	4.52	
	2007A	6/27/07	11/15/2037	425.615	361.245	-	-	361.245	4.84	
	2007B	12/6/07	11/15/2037	415.000	353.945	-	-	353.945	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	353.180	-	-	353.180	3.21	
	2008C	10/17/08	11/15/2013	550.000	154.515	-	-	154.515	6.68	
	2009A	10/6/09	11/15/2039	502.320	435.745	-	-	435.745	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	625.620	-	-	625.620	4.29	
	2010C	6/30/10	11/15/2040	510.485	467.720	-	-	467.720	4.27	
	2010D	11/23/10	11/15/2040	754.305	689.080	-	-	689.080	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	360.755	-	-	360.755	4.95	
	2011B	9/13/11	11/1/2041	99.560	-	53.005	46.555	99.560	2.04	
	2011C	11/2/11	11/15/2028	197.950	188.795	-	-	188.795	3.99	
	2011D	11/30/11	11/15/2046	480.165	442.530	-	-	442.530	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	230.770	-	-	230.770	3.85	
	2012C	4/18/12	11/15/2047	727.430	703.365	-	-	703.365	4.22	
	2012D	6/28/12	11/15/2032	1,263.365	1,173.845	-	-	1,173.845	3.51	
	2012E	7/13/12	11/15/2042	650.000	613.570	-	-	613.570	3.91	
	2012F	9/20/12	11/15/2030	1,268.445	1,097.650	-	-	1,097.650	3.17	
	2012G	11/7/12	11/1/2032	359.450	-	-	357.850	357.850	4.16	
	2012H	11/9/12	11/15/2042	350.000	331.620	-	-	331.620	3.70	
	2013A	1/17/13	11/15/2043	500.000	477.210	-	-	477.210	3.79	
	2013B	3/22/13	11/15/2043	500.000	476.255	-	-	476.255	4.08	
	2013C	6/11/2013	11/15/2043	500.000	476.395	-	-	476.395	4.25	
	2013D	7/11/2013	11/15/2043	333.790	321.685	-	-	321.685	4.63	
	2013E	11/15/2013	11/15/2043	500.000	483.840	-	-	483.840	4.64	
	2014A	2/28/2014	11/15/2044	400.000	393.690	-	-	393.690	4.31	
	2014B	4/17/2014	11/15/2044	500.000	484.165	-	-	484.165	4.38	
	2014C	6/26/2014	11/15/2036	500.000	488.960	-	-	488.960	3.32	
	2014D	11/4/2014	11/15/2044	500.000	335.000	165.000	-	500.000	2.98	
	2015A	1/28/2015	11/15/2045	850.000	582.930	250.000	-	832.930	2.79	
	2015B	3/19/2015	11/15/2055	275.055	273.485	-	-	273.485	4.29	
	2015A BANS	6/25/2015	3/1/2016	500.000	-	-	-	-	0.00	
	2015C	8/18/2015	11/15/2035	550.000	550.000	-	-	550.000	3.68	
	2015D	9/17/2015	11/15/2035	407.695	407.695	-	-	407.695	3.61	
	2015E	9/10/2015	11/15/2050	650.000	-	650.000	-	650.000	0.63	
	2015B BANS	12/10/2015	2/1/2018	700.000	700.000	-	-	700.000	0.55	
	2015F	12/17/2015	11/15/2036	330.430	330.430	-	-	330.430	3.21	
	2016A	2/25/2016	11/15/2056	782.520	782.520	-	-	782.520	3.54	
Total				27,135.275	19,171.385	1,513.135	1,160.220	21,844.740	3.78	
									WATIC	
TBTA General Revenue Bonds (Aa3/AA-/AA-/ AA)	EFC 1996A	6/26/96	1/1/2030	28.445	0.630	-	-	0.630	5.85	
	2001B	12/18/01	1/1/2032	148.200	-	117.805	-	117.805	2.09	
	2001C	12/18/01	1/1/2032	148.200	-	117.800	-	117.800	1.82	
	2002F	11/8/02	11/1/2032	246.480	-	-	187.695	187.695	3.57	
	2003B	12/9/03	1/1/2033	250.000	-	175.860	4.505	180.365	1.88	
	2005A	5/10/05	11/1/2035	150.000	-	95.445	23.230	118.675	2.37	
	2005B	7/6/05	1/1/2032	800.000	-	-	576.600	576.600	3.70	
	2006A	6/8/06	11/15/2035	200.000	4.975	-	-	4.975	4.72	

Type of Credit					Outstanding			Total Outstanding	TIC <sup>1</sup>	Notes	
Underlying Ratings (Moody's / S&P / Fitch/ Kroll)	Series	BPA Sale Date	Series Original Final Maturity	Principal Iss. Amount	Fixed Amount	Variable Amount	Synthetic Fixed Amount				
	2007A	6/13/07	11/15/2037	223.355	48.300	-	-	48.300	4.84		
	2008A	3/13/08	11/15/2038	822.770	598.210	-	-	598.210	4.93		
	2008B	3/13/08	11/15/2038	252.230	142.715	63.650	-	206.365	3.55		
	2008C	7/16/08	11/15/2038	629.890	461.335	-	-	461.335	4.72		
	2009A	2/11/09	11/15/2038	475.000	392.295	-	-	392.295	4.77		
	2009B	9/10/09	11/15/2039	200.000	200.000	-	-	200.000	3.63		
	2010A	10/20/10	11/15/2040	346.960	317.305	-	-	317.305	3.45		
	2011A	10/4/11	1/1/2028	609.430	517.320	-	-	517.320	3.59		
	2012A	6/6/12	11/15/2042	231.490	205.285	-	-	205.285	3.69		
	2012B	8/3/12	11/15/2032	1,236.898	1,350.660	-	-	1,350.660	2.66		
	2013B	1/29/13	11/15/2030	257.195	257.195	-	-	257.195	2.25		
	2013C	4/18/2013	11/15/2043	200.000	188.180	-	-	188.180	3.71		
	2014A	2/6/2014	11/15/2044	250.000	239.440	-	-	239.440	4.28		
	2015A	5/15/2015	11/15/2050	225.000	221.925	-	-	221.925	4.18		
	2015B	11/16/2015	11/15/2045	65.000	65.000	-	-	65.000	3.88		
	2016A	1/28/2016	11/15/2046	541.240	541.240	-	-	541.240	3.24		
	Total				8,537.783	5,752.010	570.560	792.030	7,114.600	3.53	
										WATIC	
	TBTA Subordinate Revenue Bonds (A1/A+ / A+ / AA-)	2000ABCD	11/01/00	1/1/2019	263.000	-	38.500	55.800	94.300	4.56	
		2002E	10/23/02	11/15/2032	756.095	139.825	-	-	139.825	5.34	
2003A		2/27/03	11/15/2032	500.170	5.050	-	-	5.050	4.91		
2008D		7/16/08	11/15/2028	491.110	354.045	-	-	354.045	4.69		
2013A		1/11/2013	11/15/2032	761.600	752.795	-	-	752.795	3.13		
2013D Taxable		12/19/2013	11/15/2032	313.975	163.275	148.470	-	311.745	2.41		
Total				3,085.950	1,414.990	186.970	55.800	1,657.760	3.60		
									WATIC		
MTA Dedicated Tax Fund Bonds (AA/AA)	2002B	9/4/02	11/1/2022	440.000	40.175	311.800	-	351.975	2.04		
	2004A	2/26/04	11/15/2018	250.000	67.295	-	-	67.295	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	29.005	-	-	29.005	3.77		
	2006A	6/7/06	11/15/2035	350.000	212.945	-	-	212.945	4.18		
	2006B	10/25/06	11/15/2036	410.000	270.125	-	-	270.125	4.28		
	2008A	6/24/08	11/1/2031	352.915	-	6.165	331.020	337.185	4.16		
	2008B	8/6/08	11/1/2034	348.175	197.205	134.210	-	331.415	2.36		
	2009A	3/12/09	11/15/2039	261.700	233.850	-	-	233.850	5.55		
	2009B	4/23/09	11/15/2030	500.000	452.930	-	-	452.930	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	462.005	-	-	462.005	3.91		
	2011A	3/23/11	11/15/2021	127.450	74.890	-	-	74.890	2.99		
	2012A	10/16/12	11/15/2032	1,065.335	989.095	-	-	989.095	3.07		
	2015A BANS	9/17/15	6/1/2016	500.000	-	-	-	500.000	0.28		
Total				6,478.565	4,073.980	452.175	331.020	5,357.175	3.56		
									WATIC		
MTA Certificates of Participation (2 Broadway) (Caa2/CC/NR)	2004A	9/21/04	1/1/2030	357.925	-	-	70.500	70.500	4.12		
	Total			357.925	-	-	70.500	70.500	4.12		
									WATIC		
All MTA Total				45,595.498	30,412.365	2,722.840	2,409.570	36,044.775	3.68		
State Service Contract Bonds (AA/AA)	2002A	6/5/02	7/1/2031	1,715.755	163.190	-	-	163.190	5.29		
	2002B	6/26/02	7/1/2031	679.450	18.655	-	-	18.655	4.93		
	Total			2,395.205	181.845	-	-	181.845	5.25		
									WATIC		
MTA Special Obligation Bonds Aaa	2014	6/5/02	7/1/2031	348.910	328.360	-	-	328.360	2.66		
				348.910	328.360	-	-	328.360	2.66		
									WATIC		
Grand Total				48,339.613	30,922.570	2,722.840	2,409.570	36,554.980	3.69		

**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>
2015 Annual Procurement Report
<b>Department</b>
MTAHQ Procurement
<b>Department Head Name</b>
Angel Barbosa <i>Angel Barbosa</i>
<b>Department Head Signature</b>
<b>Division Head Name</b>
Procurement Directors

<b>Date</b>
March 3, 2016
<b>Vendor Name</b>
<b>Contract Number</b>
<b>Contract Manager Name</b>
<b>Table of Contents Ref #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance	3/21/15	X		
2	Board	3/23/15	X		

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

## Purpose:

To authorize the filing with the State of New York of the annual MTA All-Agency Procurement report for the period January 1, 2015 – December 31, 2015 as required under Section 2879 of the Public Authorities Law ("PAL").

This report includes the following required material:

1. Contracts awarded in 2015 as prepared by each agency with payments made in 2015 as prepared by each agency and
2. Contracts awarded prior to 2015 as prepared by each agency with payments made in 2015 as prepared by each agency.

The report, which is being submitted separately, conforms to the format/content requirements of both PAL Section 2879 as well as the Public Authorities Reporting Information System (PARIS) overseen by the New York State Independent Authorities Budget Office. The All –Agency Procurement Guidelines will be attached to the report, as required by PAL Section 2879.

Many of the contracts on this list came before the Board during the course of the calendar year. The active contracts that were awarded prior to this calendar year were also included in the prior years' annual procurement reports, which have previously been reviewed by the Board.

# Staff Summary

Page 1 of 2

Subject MTA Prompt Payment Annual Report 2015
Department Chief Financial Officer
Department Head Name Bob Foran
Department Head Signature 
Project Manager/Division Head Wael Hibri 

Date February 4, 2016
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Comm.				
2	Board				

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

## Purpose:

To report to the Board the compliance by the MTA Business Service Center with the New York State Prompt Payment Legislation.

## Discussion:

The Prompt Payment Legislation, implemented in April, 1988 requires that the Authority must pay amounts due under its contracts within 30 days of the receipt of a proper invoice or the receipt of the goods or services, whichever is later. When payment of a proper invoice is delayed beyond the allotted time, the agency must pay interest at the rate set forth by the New York State Commission of Taxation and Finance which is currently at 7.5%, if such interest payment exceeds a ten dollars threshold.

Additionally, the Prompt Payment Legislation requires that the MTA issue an annual report within ninety days after each fiscal year. This report shall include the following:

- 1) A listing of the types of categories of contracts which the Authority entered into during the twelve month period covered by the report, together with a brief description of whether each such type or category of contract was subject to the prompt payment requirements promulgated by the Authority and, if not, the reasons why;
- 2) The total amount and number of interest payments made to vendors for contracts allocated to the type or category;
- 3) The number of interest "chargeable" days and the total number of days required to process each delayed/late contract vendor payment; and
- 4) A summary of the "principal" reasons why such delayed/late payments occurred.

For the current period, the total amount of prompt payment interest paid, Agency-wide is \$62,988 on a total invoice value paid of \$10,412,642,072. This is a 21% decrease in the amount of prompt payment interest compared to the 2014 amount paid.

The principal reason for the late payments is as follows:

- 1) Public works (Capital) related invoices are approved in a capital system outside of the PeopleSoft environment. On occasion (.006%) invoices are not remitted timely to PeopleSoft for payment.

The Legislation requires the MTA to file the report with the State Comptroller, State Director of the Budget, the Chairman of the Senate Finance committee, and the Chairman of the Assembly Ways and Means Committee.

Enclosed is a copy of the Annual Prompt Payment Report for 2015, which will be filed by the MTA in accordance with the legislation requirement.

MTA AND CONSTITUENT AGENCIES ANALYSIS OF 2015 TOTAL PAYMENTS							
	TOTAL NUMBER OF INVOICES PAID	TOTAL VALUE OF INVOICES PAID	NUMBER OF INTEREST INVOICES PAID	VALUE OF INTEREST INVOICES PAID	PERCENTAGE FOR NUMBER OF INTEREST INVOICES PAID	PERCENTAGE FOR VALUE OF INTEREST INVOICES PAID	
AGENCY							
LIRR	64,700	624,946,896	-	-	0.0000%	0.0000%	
MNR	53,955	575,501,954	-	-	0.0000%	0.0000%	
MTA	40,736	5,613,537,875	28	62,988	0.0687%	0.0011%	
LIB	1,797	7,620,940	-	-	0.0000%	0.0000%	
NYCTA	223,211	3,223,859,144	-	-	0.0000%	0.0000%	
SIRTOA	2,623	14,587,833	-	-	0.0000%	0.0000%	
B & T	8,917	156,970,014	-	-	0.0000%	0.0000%	
BUS	69,024	195,617,416	-	-	0.0000%	0.0000%	
TOTALS	464,963	10,412,642,072	28	62,988	0.0060%	0.0006%	

MTA AND CONSTITUENT AGENCIES ANALYSIS OF 2013 TOTAL PAYMENTS							
	TOTAL NUMBER OF INVOICES PAID	TOTAL VALUE OF INVOICES PAID	NUMBER OF INTEREST INVOICES PAID	VALUE OF INTEREST INVOICES PAID	PERCENTAGE FOR NUMBER OF INTEREST INVOICES PAID	PERCENTAGE FOR VALUE OF INTEREST INVOICES PAID	
AGENCY							
LIRR	61,184	565,556,397	-	-	0.0000%	0.0000%	
MNR	48,980	515,614,865	-	-	0.0000%	0.0000%	
MTA	35,383	5,215,253,125	40	54,068	0.1130%	0.0010%	
LIB	2,610	14,204,653	-	-	0.0000%	0.0000%	
NYCTA	207,523	3,007,265,756	-	-	0.0000%	0.0000%	
SIRTOA	2,793	15,391,092	-	-	0.0000%	0.0000%	
B & T	8,548	101,980,089	-	-	0.0000%	0.0000%	
BUS	53,481	172,748,169	-	-	0.0000%	0.0000%	
TOTALS	420,502	9,608,014,147	40	54,068	0.0095%	0.0006%	



MTA AND CONSTITUENT AGENCIES ANALYSIS OF 2011 TOTAL PAYMENTS							
	TOTAL NUMBER OF	TOTAL VALUE OF	NUMBER OF	VALUE OF	PERCENTAGE FOR NUMBER	PERCENTAGE FOR VALUE	
AGENCY	INVOICES PAID	INVOICES PAID	INTEREST INVOICES PAID	INTEREST INVOICES PAID	OF INTEREST INVOICES PAID	OF INTEREST INVOICES PAID	
LIRR	55,915	469,672,581	193	6,636	0.3452%	0.0014%	
MNR	55,475	442,413,198	158	3,848	0.2848%	0.0009%	
MTA	31,590	4,573,334,432	31	607	0.0981%	0.0000%	
LIB	13,655	73,634,145	3	4.29	0.0220%	0.0000%	
NYCTA	194,520	2,869,352,413	-	-	0.0000%	0.0000%	
SIRTOA	455	581,052	-	-	0.0000%	0.0000%	
B & T	9,238	95,215,104	57	1,650	0.6170%	0.0017%	
BUS	49,284	115,563,716	28	18,424	0.0568%	0.0159%	
TOTALS	410,132	8,639,766,641	470	31,170	0.1146%	0.0004%	

# FINANCE COMMITTEE CONTRACT CHANGE ORDER REPORT - 4th Quarter\* (Oct-Dec '15)

(NON-CAPITAL CHANGE ORDER VALUE MORE THAN \$250,000 -- UP TO \$750,000)

Agency	Contract Number	Contract Description	Base Contract Value**	Prior Modifications Value	Current Change Order Value	Percentage of Current Change Order Value to Base Contract Value	Change Order Number	Date of Change Order Award	Change Order Description
MTAB&T	TN-85C	Suspended Span Repairs at the Throgs Neck Bridge	\$24,369,700	\$244,083.33	\$378,000	1.55%	AM 10	11/20/2015	Provide containment, lead abatement and painting of additional steel repair locations on the suspended spans of the TNB.
MTAB&T	BB-43V	Miscellaneous Repairs at the Battery Parking Garage	\$6,519,602	\$275,623.21	\$323,886	4.97%	AM 3	12/9/2015	Changes associate with deck water proofing process, additional crack and joint caulking and removal and resetting of wheel stops at the Battery Parking Garage.
MTAB&T	RK-65A	Bronx Plaza / Structural Rehabilitation at the RFK	\$213,400,794	\$0	\$706,666	0.3%	AM 2	12/23/2015	Additional scope due to unanticipated field conditions and credits associated with changes to structural steel and temporary lighting.

\*Capital change order value \$250,000 to \$750,000, and change orders from \$50,000 to \$250,000 but over 15% of the adjusted contract amount (4th Quarter 2015)

\*\* Including any exercised options

Agency	Contract Number	Contract Description	Base Contract Value*	Prior Modifications Value	Current Change Order Value	Percentage of Current Change Order Value to Base Contract Value	Change Order Number	Date of Change Order Award	Change Order Description
NYCT	9347	All-Agency Network Infrastructure Upgrade	\$30,640,539	\$473,284	\$674,653	2.20%	2	10/30/15	Revision to Bill of Materials to Include Upgraded Hardware
NYCT	08G9919	Cleaning and Removal of Non-hazardous Wastes	\$4,059,576	\$678,000	\$330,000	8.13%	4	12/2/15	Contract Extension and Additional Funding
NYCT	01A8053	Overhaul and Rewind of A/C Compressor Motors	\$3,446,265	\$9,128,604	\$610,000	17.70%	7	10/8/15	Contract Extension to Overhaul and Rewind an Additional 200 Compressor Motors and Additional
NYCT	5482	Repair, Replacement and Testing of Petroleum Tanks and Associated Piping	\$794,124	\$794,082	\$415,928	52.38%	N/A	10/14/15	Budget Adjustment with Additional Funding
NYCT	08H9936	Installation, Maintenance and Repair of Trak Fuel Management Systems	\$897,149	\$9,994	\$188,787	21.04%	2	8/28/15**	Contract Extension and Additional Funding
NYCT	5482	Repair, Replacement and Testing of Petroleum Tanks and Associated Piping	\$794,124	\$794,082	\$415,928	52.38%	N/A	10/14/15	Budget Adjustment with Additional Funding
NYCT	08H9936	Installation, Maintenance and Repair of Trak Fuel Management Systems	\$897,149	\$9,994	\$188,787	21.04%	2	8/28/15**	Contract Extension and Additional Funding

\* Including any exercised options

\*\* This item was inadvertently omitted from the 3rd Quarter 2015 Report

MTACC HAS NOTHING TO REPORT									
MTAHQ HAS NOTHING TO REPORT									
LIRR HAS NOTHING TO REPORT									
MNR HAS NOTHING TO REPORT									

# CPOC COMMITTEE CONTRACT CHANGE ORDER REPORT\* - 4th Quarter 2015

(FOR INFORMATION ONLY)

Agency	Contract Number	Contract Description	Base Contract Value**	Prior Modifications Value	Current Change Order Value	Percentage of Current Change Order Value to Base Contract Value	Change Order Number	Date of Change Order Award	Change Order Description
MTAB&T	TN-85C	Suspended Span Repairs at the Throgs Neck Bridge	\$24,369,700	\$244,083	\$378,000	1.55%	AM 10	11/20/2015	Provide containment, lead abatement and painting of additional steel repair locations on the suspended spans of the TNB.
MTAB&T	BB-43V	Miscellaneous Repairs at the Battery Parking Garage	\$6,519,602	\$275,623	\$323,886	4.97%	AM 3	12/9/2015	Changes associate with deck water proofing process, additional crack and joint caulking and removal and resetting of wheel stops at the Battery Parking Garage.
MTAB&T	RK-65A	Bronx Plaza / Structural Rehabilitation at the RFK	\$213,400,794	\$0	\$706,666	0.3%	AM 2	12/23/2015	Additional scope due to unanticipated field conditions and credits associated with changes to structural steel and temporary lighting.
MTACC	CM-1311	Consultant Construction Management Services- No. 7 Subway Line Extension Project	\$35,842,302	\$26,101,178	\$515,831	1.43%	11	10/22/2015	Additional Consultant Construction Management Services on Various Construction Work in the Vicinity of the No.7 Subway Line Extension
MTACC	C-26006	Second Avenue Subway - 63rd Street/Lexington Avenue Station Finishes, Borough of Manhattan	\$176,450,000	\$26,118,667	\$668,000	0.37%	229	12/3/2015	Water Leak Mitigation
MTACC	C-26011	Second Avenue Subway - 72nd Street Station Finishes, Borough of Manhattan	\$258,353,000	\$25,112,529	\$269,800	0.11%	101	11/5/2015	Tunnel Ventilation Fan Motor Changes
MTACC	C-26011	Second Avenue Subway - 72nd Street Station Finishes, Borough of Manhattan	\$258,353,000	\$27,940,206	\$375,000	0.14%	147	12/11/2015	Resolution of Contractor's Claim for Excavation and Removal of Additional Rock at Entrance 1 Incline
MTACC	C-26011	Second Avenue Subway - 72nd Street Station Finishes, Borough of Manhattan	\$258,353,000	\$25,112,529	\$257,400	0.10%	151	11/9/2015	Emergency/Life Safety Circuits Wire Changes
MTACC	A-35301	Reconstruction of Cortlandt Street #1 Line Station	\$101,150,000	\$16,200	\$283,166	0.28%	2	12/21/2015	Phase 1 Duct Work, Masonry Work and Temporary Power Per Assignment Agreement
MTACC	A-36125	Fulton Street Transit Center Enclosure	\$175,988,000	\$44,391,886	\$430,000	0.24%	274	11/12/2015	Cleaning and Sealing of Granite Flooring
MTACC	A-36125	Fulton Street Transit Center Enclosure	\$175,988,000	\$44,391,886	\$325,000	0.18%	525	12/11/2015	Furnishing and Installing of Granite Stone Flooring and Staircase
MTACC	C-26505	Furnishing and Installing Finishes and Systems, No. 7 Line Extension	\$513,700,497	\$37,453,589	\$340,000	0.06%	74	10/5/2015	Modifications to the Laser Intrusion Detection System
MTACC	C-26505	Furnishing and Installing Finishes and Systems, No. 7 Line Extension	\$513,700,497	\$39,171,384	\$437,500	0.09%	115	10/7/2015	Modifications to Existing Concrete Embedded Angles
MTACC	CM014B	GCT Concourse and Facilities Fit-Out for the East Side Access Project	\$428,900,000	\$641,091	\$267,040	0.06%	6	11/19/2015	500 KCMIL Cable Per Con Ed Specs
MTACC	CH057A	Harold Structures Part 3A for the East Side Access Project	\$104,300,000	\$5,091,132	\$390,000	0.37%	12	12/4/2015	Sunnyside Yard Access Road #5

# CPOC COMMITTEE CONTRACT CHANGE ORDER REPORT\* - 4th Quarter 2015

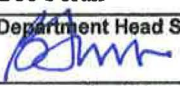

(FOR INFORMATION ONLY)

Agency	Contract Number	Contract Description	Base Contract Value**	Prior Modifications Value	Current Change Order Value	Percentage of Current Change Order Value to Base Contract Value	Change Order Number	Date of Change Order Award	Change Order Description
MTACC	CM006	Manhattan North Structures for the East Side Access Project	\$294,201,750	\$29,130,039	\$573,259	0.19%	16	10/2/2015	WB1 Geometry Revisions
LIRR	6013	Harold and Point CILs	\$25,839,814	\$2,017,483	\$371,660	1.44%	10	11/17/2015	Resequencing & Civil Speed Control - H5, H6, L30
NYCT	C-44508/C-42001	Repair of Portals & Abutment Wall 120th St - 145th St., Broadway - 7th Ave Line, Borough of Manhattan	\$13,899,000	\$2,200,513	\$557,000	4.00%	7	10/22/2015	Additional Cleaning and Repair of Granite Abutment Walls
NYCT	C-43038R	Furnish and Install HVAC Equipment in Communication Rooms	\$4,678,000	\$0	\$357,500	7.64%	2	11/6/2015	HVAC Work at Broad Street
NYCT	A-37593	South Ferry Station Terminal Complex Rehabilitation, Borough of Manhattan	\$193,800,000	\$370,361	\$300,000	0.15%	3	12/29/2015	Application of a Protective Coating on All New Rail Work
No items for MNR									

\*Capital change order value \$250,000 to \$750,000, and change orders from \$50,000 to \$250,000 but over 15% of the adjusted contact amount




\*\* Including any exercised options

# 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> March 14, 2016
<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	3/21/2016	X		
2	Board	3/23/2016	X		

Internal Approvals			
Order	Approval	Order	Approval
1	Procurement 	3	CFO 
2	Legal 		

## PURPOSE:

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

## DISCUSSION:

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

# of Actions    \$ Amount

None                  None

MTAHQ proposes to award Competitive procurements in the following categories:

### Schedules Requiring Majority Vote

Schedule E: Miscellaneous Procurement Contracts	1	\$26,957,290.00
Schedule G: Miscellaneous Service Contracts	1	\$ 199,943.00
Schedule H: Modification to Personal Services/Miscellaneous Service Contracts	2	\$ 5,600,000.00
<b>SUBTOTAL</b>	<b>4</b>	<b>\$32,757,233.00</b>

MTAHQ presents the following procurement actions for Ratification:

None                  None

**TOTAL**                  **4**                  **\$32,757,233.00**

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

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

## BOARD RESOLUTION

### METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

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

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

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

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

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

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

**LIST OF PROCUREMENTS FOR BOARD APPROVAL, MARCH 2016**  
**COMPETITIVE PROCUREMENTS**

**METROPOLITAN TRANSPORTATION AUTHORITY**

*Procurements Requiring Majority Vote:*

**E. Miscellaneous Procurement Contracts**

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

1. Sygma Technology/infor **\$26,957,290** **Staff Summary Attached**  
Enterprise Asset Management Software and Maintenance (Total)  
Contract No. 15030

To recommend that the Board approve the award of a competitively negotiated, all-agency miscellaneous procurement contract to Sygma Technology/INFOR to purchase Enterprise Asset Management (EAM) Software and interim hosting services which is required to implement the next stage of MTA's Enterprise Asset Management (EAM) Program previously approved by the Board. The cost of the software is \$10,701,985 and the cost of maintenance over a ten year period is \$16,255,305 for a combined amount of \$26,957,290. MTA is seeking to purchase this software as the primary tool to handle all maintenance, strategic planning and reliability initiatives in an integrated and uniform manner. This platform will allow better strategic planning with the use of its analytical tools and will ultimately ensure the success of the EAM initiative and create opportunities for rapid improvements across the agencies. As a result of negotiations, the originally proposed cost of \$48,231,177 proposed by Sygma Technology/INFOR was reduced to \$26,957,290 representing a negotiated savings of \$22,273,887 or 46%. There are no prior comparable software purchases with which this cost can be compared. Based on the negotiated savings, the total combined cost of \$26,957,290 is deemed fair and reasonable.

**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)

2. Fire Suppression System Maintenance and Repair **\$199,943**  
(Multiple MTAPD Locations) **(not-to-exceed)**  
Associated Fire Protection  
Contract No. 15274-0100

Sealed Bid/Low Bidder – 2 Bids – 36 months

Contractor to perform Fire Suppression System Maintenance and Repair for the MTA Police located at the following facilities: 420 Lexington Avenue, ii) 10 West Suffolk Avenue, Central Islip NY and iii) 33-01 Northern Boulevard Long Island City NY. Based on competitive bidding the low bid is considered to be fair and reasonable.

# **METROPOLITAN TRANSPORTATION AUTHORITY**

## **COMPETITIVE PROCUREMENTS**

### **H. Modifications to Personal /Miscellaneous Service Contracts**

(Approvals/Staff Summaries required for substantial change orders and change orders that cause the original contract to equal or exceed the monetary or durational threshold required for Board approval)

#### **3. Pagones-O'Neill, Inc. \$0**

##### **All-Agency Investigative Services**

##### **Contract No. 13275-2200**

Approval is requested to add an additional firm to the previously MTA Board approved All Agency Investigative services contract. This contract was originally executed to provide all of the Agencies access to investigators to conduct investigations ranging from personal injury under the Federal Employers Liability Act and Workers Compensation and No Fault Laws to Disability and sick leave abuse. Metro North is requesting at this time that one additional firm be added to the twenty-one previously approved firms. The current listing does not have a firm that has a local presence in Dutchess or Putnam Counties. The firm recommended by Metro North, Pagones - O'Neill, Inc. is located in Dutchess County and has all of the necessary resources and experience to complete these services if called upon. Pagones - O'Neill, Inc. has expertise in, but is not limited to Complete Criminal and Civil Investigations, Insurance and Worker Compensation Investigations, Background Investigations, Interview and Statement Taking, Fraud Investigations, Accident Site Documentation & Investigation and Asset Locating and Recovery. Metro North has no identified need for these services at this time but would like to add Pagones - O'Neill, Inc. to the pool of investigators in the event future services is required. The actual expenditures for investigative services are dependent on each agency's actual needs. Pagones hourly rates fall within the negotiated range of the previously approved firms. The addition of Pagones - O'Neill Inc. has no budgetary impact.

#### **4. ABM Janitorial Services Northeast, Inc. \$5,600,000 Staff Summary Attached**

##### **Custodial and Engineering Services**

##### **Contract No. 12096-0100**

To recommend that the Board: (i) approve an amendment to a previously Board-approved, competitively awarded, miscellaneous service contract with ABM Janitorial Services Northeast, Inc. ("ABM") for additional funding in the amount of \$5,600,000 and (ii) extend the contract period of performance for seven months from April 1, 2016 to October 31, 2016. MTA is in the process of consolidating custodial and engineering services to include Metro-North Railroad (420 Lexington Ave.), Grand Central Terminal and the MTA Police locations throughout the tri-state region, therefore, additional time and funds are required to complete a competitive RFP process for these essential services. The rates, which are based on the New York State Prevailing Wage Rates will remain the same.



# Staff Summary

## Schedule E: Miscellaneous Procurement Contracts

Page 1 of 1

### Item Number:

<b>Vendor Name (&amp; Location):</b> Sygma Technology/INFOR	<b>Contract Number:</b> 15030-0100	<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Description:</b> Enterprise Asset Management Software and Maintenance	<b>Total Amount:</b> \$26,957,290	
<b>Contract Term (including Options, if any):</b> April 1, 2016 through March 31, 2026	<b>Funding Source:</b> <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Executive/MTA EAM & Craig Stewart/ Michael Salvato	
<b>Procurement Type:</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<b>Contract Manager:</b> Feroze Khan	
<b>Solicitation Type:</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		

### DISCUSSION:

To recommend that the Board approve the award of a competitively negotiated, all-agency miscellaneous procurement contract to Sygma Technology/INFOR to purchase Enterprise Asset Management (EAM) Software and interim hosting services which is required to implement the next stage of MTA's Enterprise Asset Management (EAM) Program previously approved by the Board.

The cost of the software is \$10,701,985 and the cost of maintenance over a ten year period is \$16,255,305 for a combined amount of \$26,957,290.

The EAM Program was initiated to enable all levels of the organization to make more informed, transparent and data-driven capital and operating decisions, to achieve better utilization of our resources and lower the cost of keeping our systems running while improving the safety and reliability of our operations. The purpose of undertaking an Enterprise Asset Management approach is to transition from a reactive maintenance and replace model to a model that promotes a more effective life cycle approach to maintaining MTA's nearly \$1 trillion asset base. By managing assets uniformly across the agencies MTA can, through common business practices, economies of scale, and data sharing: (i) improve asset utilization and performance, (ii) reduce asset related operating costs, (iii) reduce capital costs, (iv) optimize scheduled work, (v) reduce unscheduled work, etc.

MTA is seeking to purchase this software as the primary tool to handle all maintenance, strategic planning and reliability initiatives in an integrated and uniform manner. This platform will allow better strategic planning with the use of its analytical tools and will ultimately ensure the success of the EAM initiative and create opportunities for rapid improvements across the agencies. Through the use of this software, the MTA will be better suited to achieve industry best practices that will contribute to achieving the following: (i) Safety, (ii) Reliability, (iii) Cost-Effectiveness, (iv) Customer Experience, and (v) Resiliency.

In order to acquire this software, a Request for Proposals (RFP) was publicly advertised and eighty-four (84) firms received the RFP. Six (6) proposals were received. The Selection Committee, consisting of representatives from MTA Headquarters, MTA New York City Transit, MTA Bus, MTA Long Island Rail Road, MTA Metro-North Railroad, MTA Bridges & Tunnels, and MTA Information and Technology, evaluated the proposals based on the criteria set forth in the RFP and recommended that two of the six firms be invited to make oral presentations. Upon conclusion of the oral presentations, the Selection Committee determined that Sygma Technology/INFOR is the most qualified and best suited to provide this software and maintenance. MTA conducted a responsibility review and other due diligence on Sygma Technology/INFOR and has deemed them to be responsible for award

As a result of negotiations, the originally proposed cost of \$48,231,177 proposed by Sygma Technology/INFOR was reduced to \$26,957,290 representing a negotiated savings of \$22,273,887 or 46%. There are no prior comparable software purchases with which this cost can be compared. Based on the negotiated savings, the total combined cost of \$26,957,290 is deemed fair and reasonable.

MTA Department of Diversity and Civil Rights has assigned a 17% DBE goal to this contract. Sygma Technology/INFOR has not completed any MTA contracts with goal; therefore, no assessment of the firm's MWDBE performance can be determined at this time.

# Staff Summary

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

Item Number:

Page 1 of 2

<b>Vendor Name (&amp; Location):</b> ABM Janitorial Services Northeast, Inc.		<b>Contract Number:</b> 12096-0100	<b>AWO/Modification #</b> 2
<b>Description:</b>  Custodial and Engineering Services			
<b>Contract Term (including Options, if any):</b> March 1, 2013 to October 31, 2016		<b>Original Amount:</b> \$24,937,853.00	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>Prior Modifications:</b> \$ -	
<b>Procurement Type:</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		<b>Prior Budgetary Increases:</b> \$ -	
<b>Solicitation Type:</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		<b>Current Amount:</b> \$24,937,853.00	
<b>Funding Source:</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		<b>This Request:</b> \$5,600,000	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Real Estate/Facilities & J. Rosen/ P. DeCapua		<b>% of This Request to Current Amount:</b> 22.5%	
		<b>% of Modifications (including This Request) to Original Amount:</b> 22.5%	

### DISCUSSION:

To recommend that the Board: (i) approve an amendment to a previously Board-approved, competitively awarded, miscellaneous service contract with ABM Janitorial Services Northeast, Inc. ("ABM") for additional funding in the amount of \$5,600,000 and (ii) extend the contract period of performance for seven months from April 1, 2016 to October 31, 2016.

In January 2013, the Board approved a contract with ABM Janitorial Services Northeast, Inc., to provide Custodial & Engineering Services for 2 Broadway and Custodial Services only for 525 North White Plains and the Jamaica Control Center for a three-year period. MTA is in the process of consolidating custodial and engineering services to include Metro-North Railroad (420 Lexington Ave.), Grand Central Terminal and the MTA Police locations throughout the tri-state region, therefore, additional time and funds are required to complete a competitive RFP process for these essential services.

The rates, which are based on the New York State Prevailing Wage Rates will remain the same.

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# Staff Summary

Item Number C					
Dept. & Dept. Head Name: Procurement & Material Management, Al Muir, Sr. Director					
Division & Division Head Name: Executive Vice President, Catherine Rinaldi					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	M-N Comm.Mtg.	3-21-16	x		
2	MTA Board Mtg.	3-23-16	x		
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
X	President				
X	V.P. Operations	X	V.P. Planning		
X	V.P. Finance & IT	X	Acting V.P. & General Counsel		
X	V.P. Capital Programs				

<b>SUMMARY INFORMATION</b>	
Vendor Name Plasser American Corporation	Contract Number 9663-A
Description Purchase of Two Catenary Maintenance Vehicles	
Total Amount \$4,432,388	
Contract Term (including Options, if any) 24 Months	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## Narrative

### I. PURPOSE/RECOMMENDATION:

Approval is requested to award a 24-month competitively solicited RFP (four proposals received) contract to the firm, Plasser American Corporation (Plasser), to design, build and deliver two Catenary Maintenance Vehicles (CMV). This award includes authorization to exercise options to provide a single flat car on-track trailer and miscellaneous support systems (hydraulic, de-icing and degreaser). In addition, Plasser shall supply certain spare parts for the long term maintenance of the vehicles.

### II. DISCUSSION:

The objective of this program is to design, build and deliver two CMVs with associated features exercised under the available options. The CMV is used to perform close inspections and continuous maintenance as well as emergency repairs on MNR's New Haven Catenary System. The inspections and maintenance activities are critical to ensuring the safety and reliability of the New Haven Line's AC high voltage overhead traction power system. The CMV is an on-track, self-propelled vehicle with a telescopic raised and lowered work platform to which is attached a crane mounted lift bucket. The CMV also transports MNR staff and material in performing catenary inspection during both energized and de-energized conditions. With the exercised options, the CMVs will be further enhanced with unique features such as a single flat car on-track trailer and miscellaneous support systems (hydraulic, de-icing and degreaser) for increased staff safety and a supply of spare parts. The new CMVs will replace the existing CMVs which have reached the end of their useful life. The CMVs will be maintained by MNR's Maintenance of Way (MofW) Power Department.

At the March 2015 Board meeting, MNR received approval to use the Request for Proposal (RFP) process for this procurement. On September 15<sup>th</sup> 2015, RFP No. 9663-A was advertised in the New York State Contract Reporter, Railway Age, Progressive Railroading, and posted on the MNR website. On October 30<sup>th</sup> 2015, four technical and cost proposals were received from the firms: Harsco Rail, Inc., Tesmec USA, Inc., Plasser American Corporation, and Geismar Modern Track Machinery, Inc.

A Selection Committee comprised of seven members representing MNR's Power, Track and Structures and Procurement & Material Management Departments evaluated the proposals using a two phase approach. The criteria in order of importance for selection established in the RFP were as follows:

## Phase 1

1. Demonstrated understanding of the Technical Specification Requirements
2. Past Experience and performance on similar projects
3. Demonstrated capability and financial resources to perform the assigned Scope of Work in the time projected

## Phase 2

1. Technical Merit
2. Cost

During the Phase 1 evaluations, presentations were made by each of the proposers including a question and answer period based on previously prepared questions. Each committee member scored the proposers against the Phase 1 criteria. Based upon numerical overall evaluations of the proposals, a “shortlist” was established and the following three firms were selected to participate in Phase 2; and asked to provide full Technical and Commercial proposals:

1. Tesmec USA, Inc.
2. Plasser American Corporation
3. Geismar Modern Track Machinery, Inc.

After reviewing the Phase 2 proposals, the Selection Committee unanimously agreed that although all contractors could perform the scope of work as provided in the contract and their proposals met the requirement of the RFP, Plasser provided the best value to MNR. Plasser’s cost is \$1,127,882 (20.38%) lower than the second lowest proposer (Geismar). Further, Plasser’s proposal was within the MofW Power Department’s estimated budget which allowed for execution of available options. Plasser was able to clearly demonstrate to the committee their ability to successfully complete all requirements within the 24 month schedule.

Accordingly, it is recommended that the Board approve the selection of Plasser American Corporation for the design, build and delivery of two Catenary vehicles, miscellaneous support systems (hydraulic, de-icing and degreaser), and supply of spare parts and consumables.

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

The MTA Office of Civil Rights has established a 0% MBE and 0% WBE goal for this contract.

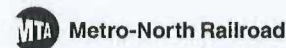
### **IV. IMPACT ON FUNDING:** The total cost for this procurement is not to exceed \$4,432,388 and is to be funded by MNR’s Operating Budget.

### **V. ALTERNATIVES:**

MNR does not have the manufacturing capability to design, build and deliver these unique vehicles.



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



Item Number: H

<b>Vendor Name (&amp; Location)</b> WSP Parsons Brinkerhoff, Inc.		<b>Contract Number</b> 9388	<b>AWO/Modification #</b> 16
<b>Description</b> MIS/EIS for MNR Penn Station Access		<b>Original Amount:</b> \$2,884,647.00	
<b>Contract Term (including Options, if any)</b> 1998- 2016		<b>Prior Modifications:</b> \$3,513,175.00	
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input 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> \$6,397,822.00	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		<b>This Request:</b> \$1,851,439	
<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> 29%	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Procurement & Material Management, Al Muir, Sr. Director		<b>% of Modifications (including This Request) to Original Amount:</b> 186%	

### Discussion:

Approval is requested for additional funding in the amount of \$1,851,439 for a contract modification to an existing, competitively solicited, personal service contract with WSP Parsons Brinkerhoff, Inc. ("PB"). This contract is for the planning and engineering services required to prepare a Major Investment Study (Alternatives Analysis) and Federal Environmental documentation for MNR's Penn Station Access project ("Project"). The Project, which includes the construction of four new stations in the Bronx, will provide direct rail service along Amtrak's Hell Gate Line to Penn Station, NY (PSNY). The Project will improve network resiliency through an alternative New Haven Line connection to Manhattan in the event of future service disruptions, severe weather events and other emergencies, and will substantially reduce travel times for people traveling by public transportation between Manhattan's West Side and areas within Metro-North's east of Hudson service territory. It will also allow for direct rail service for East Bronx residents to jobs on Manhattan's West Side and along the NHL in Westchester and Connecticut and introduce easier access to East Bronx employers from communities along the New Haven Line in Westchester and Connecticut and from the West Side of Manhattan.

Upon award in 1998, PB began the initial planning and data collection in connection with the federal environmental review under the National Environmental Policy Act ("NEPA"). A Comparative Screening Report, which narrowed the planning effort to four alternatives for new services to PSNY, was issued in 2002. From 2002 to 2007, environmental analyses for the four alternatives were performed and documented. Upon review of this draft document, and considering that the proposed service and stations fell within Amtrak's existing rail Right Of Way, FTA requested that MNR prepare an Environmental Assessment instead of an EIS. Shortly after, in 2009, a multi-agency operations simulation of the PSNY complex and its approaches was launched. This effort was managed by the MTA and completed in 2015. While the Penn Station Operations Simulations occurred, MNR in parallel concentrated its efforts on performing planning and environmental work for the New Haven Line service to PSNY and the four new stations in the Eastern Bronx.

To date, MNR has identified potential infrastructure improvements (mostly on the Hell Gate Line) to allow for MNR New Haven Line service into PSNY and to construct the four new Bronx Stations. The recently completed MTA Penn Station Operations Study confirmed the ability to operate MNR service into PSNY in conjunction with initiation of LIRR East Side Access service, currently projected for 2022. In late 2015, MTA, MNR and LIRR executed an agreement with Amtrak to work together to verify the required infrastructure improvements along Amtrak's right of way and confirm Amtrak and MNR services that can be run on the Hell Gate and New Haven Lines.

Now that MNR has obtained Amtrak's agreement to cooperate in finalizing the scope of the necessary infrastructure improvements, MNR requires PB to perform the following tasks in order to bring the planning and environmental review process to a close: prepare topographic surveys and mapping; perform right-of-way and bridge inspections and

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

assessments; verify alignments; confirm station platform locations in light of other infrastructure improvements required in the right-of way; perform property assessments; and refine ridership forecasts. Using the solidified scope of work and working with the agencies, PB will prepare a Project Implementation Plan, which will include conceptual construction staging, contract packaging concepts, a refined project cost estimate and schedule using the solidified scope of work. Lastly, a study of Transit Oriented Development and Value Capture opportunities will be prepared for the new Bronx Stations.



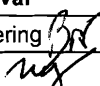

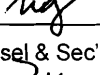


The total cost of this work, which is not to exceed \$1,851,439, has been reviewed and found to be fair and reasonable for the level of effort required. The technical service described above is expected to be completed in early 2017 and the environmental review process, include all legally required opportunities for public comment, is expected to be completed by January 31, 2018, thus requiring an extension of the PB contract. The current contract completion date of December 31, 2016 will be extended thirteen months to January 31, 2018.

The total cost of this agreement, in the not to exceed amount of \$1,851,439 is to be funded by the Capital Program Budget.

## Schedule F: Personal Service Contracts



### Staff Summary

<b>Item Number: 2</b>					
<b>Dept &amp; Dept Head Name:</b> Procurement & Logistics, Dennis Mahon					
Department Head Signature & Date 					
<b>Division &amp; Division Head Name:</b> Engineering Christopher Calvagna					
Division Head Signature & Date 					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	LI Committee	3.21.16	X		
2	MTA Board	3.23.16	X		
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
6	President 	3	Sr. VP/Engineering 		
5	Executive VP 	2	VP/CFO 		
4	Sr. VP/Operations 	1	VP/Gen'l Counsel & Sec'y 		

SUMMARY INFORMATION	
<b>Vendor Name</b>	<b>Contract Number</b>
KLD Labs Incorporated	TBD
<b>Description</b>	
Maintenance, Repair & Upgrade of the Orion 7.0 & TRMS 1.0 subsystems on the LIRR Track Geometry Vehicle (TC82)	
<b>Total Amount</b>	
\$419,834 NTE	
<b>Contract Term (including Options, if any)</b>	
May 1, 2016 – April 30, 2019	
<b>Options(s) included in Total Amount:</b>	Yes X No
<b>Renewal?</b>	X Yes 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:	
<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

LIRR requests MTA Board approval to award a three-year sole source contract to KLD Labs Incorporated (“KLD”) in an amount not to exceed \$419,834, to (i) provide quarterly scheduled maintenance and extended warranty service for both the ORION and TRMS systems on LIRR’s Track Geometry Vehicle (“TC82”), (ii) furnish and install upgrades to TRMS-1 to allow for measurement of Third Rail and Center of Track temperature, and (iii) provide spare parts and labor for items not covered by warranty service.

#### II. DISCUSSION

LIRR Operating Procedures and FRA Guidelines require regular inspection and maintenance of track to ensure the safe operation of train movement. To achieve this, LIRR utilizes a TC82 car, which was purchased in March 2000 for \$4.1 million. The TC82 and its major subsystems must be in good working order for inspection service to take place. The contract with KLD for verification, alignment, calibration and repair services of the Orion and TRMS subsystems requires KLD to respond within 48 hours, which will minimize the time that the TC82 will be out of service.

KLD is the Original Equipment Manufacturer of the ORION and TRMS subsystems, which are proprietary. KLD is the only known responsible source for these services. Under previous contracts, KLD provided these services in an acceptable manner. LIRR advertised its intent to award a sole-source contract to KLD in the NYS Contract Reporter, the NY Post and on MTA’s website. No other supplier expressed an interest in competing for this contract.



## **Staff Summary**

A breakdown of the \$419,834 NTE amount includes (i) a fixed price of \$227,954 for quarterly scheduled maintenance and extended warranty service for both the ORION and TRMS systems, (ii) \$148,247 to provide and install upgrades of the existing TRMS-1 to allow for Measurement of Third Rail and Center of Track temperature and (iii) \$43,633 for spare parts and labor in the event of damage to the systems caused by accident and not covered by warranty service.

KLD's price for system maintenance and extended warranty represents a 3.8% annual increase over its most recent contract with LIRR. This equals the CPI-U (All Urban Consumers-U.S. City average) for that period. Accordingly, these prices have been determined to be fair and reasonable.

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

There are no D/M/WBE goals for this solicitation.

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

This contract will be funded by LIRR's operating budget.

### **V. ALTERNATIVES**

KLD is the Original Equipment Manufacturer of the ORION and TRMS subsystems, which are proprietary. KLD is the only known responsible source for these services.

**Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)**

**Staff Summary**



**Long Island Rail Road**

<b>Item Number: 2</b>					
<b>Dept &amp; Dept Head Name: Procurement &amp; Logistics, Dennis Mahon</b> 					
<b>Division &amp; Division Head Name: Sr. Vice President-Operations David J. Kubicek</b> 					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	LIRR Committee	3/21/16	X		
2	MTA Board	3/23/16	X		
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
6	President	3	Sr. VP/ Engineering		
5	Executive VP	2	VP/CFO		
4	Sr. VP/Operations	1	VP/Gen'l Counsel & Sec'y		

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b> TBD	<b>Contract Number</b> TBD
<b>Description</b>  Purchase Two Work Locomotives	
<b>Total Amount</b> \$TBD	
<b>Contract Term (including Options, if any)</b>  TBD	
<b>Options(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 checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

**Narrative:**

**I. PURPOSE/RECOMMENDATION:**

LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is therefore in the public interest to use the competitive Request for Proposal (RFP) procurement method pursuant to Section 1265-a of the Public Authorities Law to award a contract for the design, manufacture, test and delivery of two Work Locomotives (Locomotives) to support LIRR's East Side Access (ESA) service to Grand Central Terminal (GCT).

**II. DISCUSSION:**

LIRR seeks to move forward with the ESA Locomotives procurement to ensure the availability of these Locomotives to support opening day ESA service to GCT. The work consists of the design, manufacture, assembly, test and delivery of new diesel-electric Locomotives. The Locomotives, designated 3G-20 by the Railroad, shall be capable of operating at speeds up to 65 mph, in push and/or pull operation, in a single or multiple locomotive consist. The locomotives shall also be capable of controlling and being controlled by other locomotives in a multiple unit consist. These locomotives will primarily be used for yard switching and rescuing disabled trains from various locations throughout the LIRR.

These Locomotives were identified in the FTA/MTA Full Funding Grant Agreement (FFGA) for ESA, and therefore are required to follow FTA Procurement Guidelines, including Buy America requirements.

## Staff Summary



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

Because this Contract is subject to Federal Procurement guidelines, the FTA Transit Vehicle Manufacturer (TVM) program applies. Requirements for subcontracting with disadvantaged business entities will be enforced in accordance with the controlling FTA regulations.

### IV. IMPACT ON FUNDING:

This contract will be funded with MTA Capital Construction East Side Access Funds, which are anticipated to be included in the MTA's 2015-2019 Capital Program. No award will be made until the Capital Program has been approved.

### V. ALTERNATIVES:

The alternative is to use the Invitation for Bid (IFB) procurement method. The IFB method limits the Railroad's ability to have pre-award discussions with manufacturers, and as a result LIRR would lose the ability to consider factors such as proposer experience, plant capacity and locomotive reliability, in addition to price.

**Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)**

**Staff Summary**



<b>Item Number: 3</b>					
<b>Dept &amp; Dept Head Name:</b> Procurement & Logistics, Dennis Mahon 					
<b>Division &amp; Division Head Name:</b> Sr. Vice President-Operations David J. Kubicek 					
<b>Board Reviews</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	LI Committee	3/21/16	X		
2	MTA Board	3/23/16	X		
<b>Internal Approvals</b>					
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>		
6	President	3	Sr. VP/ Engineering		
5	Executive VP	2	VP/CFO		
4	Sr. VP/Operations	1	VP/Gen'l Counsel & Sec'y		

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b> TBD	<b>Contract Number</b> TBD
<b>Description</b>  Purchase 160 M-9A Railcars for ESA	
<b>Total Amount</b> \$TBD	
<b>Contract Term (including Options, if any)</b> TBD	
<b>Options(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 checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

**Narrative:**

**I. PURPOSE/RECOMMENDATION:**

LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is therefore in the public interest to use the competitive Request for Proposal (RFP) procurement method pursuant to Section 1265-a of the Public Authorities Law to award a contract for the design, manufacture, test and delivery of Electric Multiple Units ("EMU's") to support LIRR's East Side Access service to Grand Central Terminal (hereinafter referred to as the M-9A "Railcars").

**II. DISCUSSION:**

In a Staff Summary dated December 2011, LIRR (jointly with Metro-North) received approval to solicit via the RFP process M-9 Cars for replacement of M-3 cars and for ridership growth. LIRR also at that time received approval to solicit East Side Access cars (M-9A cars) which were identified in the FTA/MTA Full Funding Grant Agreement (FFGA) for East Side Access (ESA), and therefore are required to follow FTA Procurement Guidelines, including Buy America requirements. However, due to funding limitations at that time, and based on discussions with FTA which did not sanction simultaneous M-9 and M-9A solicitations, the M-9A procurement was deferred to a later date.

LIRR now seeks to move forward with the M-9A procurement so as to ensure the availability of these cars to support opening day ESA service. The M-9A specification will be similar to the M-9 specification, although lessons-learned during the current M-9 contract will be applied. LIRR will seek to make further gains with respect to the use of "Commercial Off-the-Shelf" and other non-proprietary parts, significantly limiting future sole source procurements. M-9A cars will be purchased in a married pair configuration, as all of LIRR's shops facilities are designed to service married pairs.

## Staff Summary



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

Because this Contract is subject to Federal Procurement guidelines, the FTA Transit Vehicle Manufacturer (TVM) program applies. Requirements for subcontracting with disadvantaged business entities will be enforced in accordance with the controlling FTA regulations.

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

This contract will be funded with MTA Capital Construction East Side Access Funds, which are anticipated to be included in the MTA's 2015-2019 Capital Program. No award will be made unless and until such funding is fully approved and available.

### **V. ALTERNATIVES:**

The alternative is to use the Invitation for Bid (IFB) procurement method. The IFB method limits the Railroad's ability to have pre-award discussions with any carbuilder, and as a result LIRR would lose the ability to negotiate life cycle costs and improvements to the fleet. The RFP process also allows the Railroad to consider factors such as proposer experience, plant capacity and car system reliability, in addition to price.

Item Number: 3

<b>Vendor Name (&amp; Location)</b> Siemens Industry, Inc. (New York, NY)
<b>Description</b> Software and System Maintenance and Support Services for the Automatic Train Supervision System (ATS)
<b>Contract Term (including Options, if any)</b> June 1, 2007 – March 27, 2016
<b>Option(s) included in Total Amt.?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b> <input checked="" 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> MTA IT, Sidney Gellineau

Contract Number	AWO/Mod. #
CMM-1467	6
<b>Original Amount:</b>	\$ 20,456,582
<b>Option Amount:</b>	\$ 9,474,207
<b>Total Amount:</b>	\$ 29,930,789
<b>Prior Modifications (including options):</b>	\$ 12,935,108
<b>Prior Budgetary Increases:</b>	\$ 4,900,000
<b>Current Amount:</b>	\$ 47,765,897
<b>This Request:</b>	\$ 15,535,990 (Est.)
<b>% of This Request to Current Amount:</b>	32.5%
<b>% of Modifications (including This Request) to Total Amount:</b>	111.5%

**Discussion:**

This modification will extend the contract term for an additional four years from March 28, 2016 through March 27, 2020 and increase the contract amount by \$15,535,990, in order to provide continued software and system maintenance and support services for the Automatic Train Supervision System (ATS-A).

This non-competitive, estimated quantity, contract is for software and systems maintenance and support services for the Automatic Train Supervision system that was originally competitively procured under contract S-32333. The ATS-A system provides centralized train traffic control, real-time train tracking, integrated voice communications, automated vehicle identification, and computer aided automatic routing and dispatching for NYC Transit's A-Division lines.

The contract consists of two parts, maintenance and support. Under the maintenance portion, Siemens Industry, Inc. (SII) performs corrective measures relating to software, hardware and system problems during day-to-day operations. Under the support portion, NYC Transit can negotiate and award specific task orders for upgrades to the ATS-A system, primarily resulting from design and field changes to the NYC Transit signal system; the task orders are based on pre-negotiated labor rates.

SII designed and coded the ATS-A software system that is configured to NYC Transit's signaling procedures and rules and the software applications include SII proprietary code. The ATS-A controls train movements and is critical to the safe operation of the transit system. SII is uniquely qualified to maintain this mission critical system.

After award, funds were added via budget adjustment primarily to allow for additional capital and operating funded task orders for software enhancements. Modification No. 3 exercised two one-year options in the amount of \$9.5 million that extended the contract term for two years and reduced the contract amount for the two option years by \$5.1 million. This savings was achieved by NYC Transit taking over some maintenance responsibilities from SII. Subsequently, the contract was extended for an additional three years.

The labor rates for this extension will be the same as those negotiated with Siemens in 2015 after a review by MTA Audit. This price has been found to be fair and reasonable.

## Schedule E: Miscellaneous Procurement Contracts

**Item Number:** 2

<b>Vendor Name (&amp; Location)</b> McCulloch Rail (South Ayrshire, Scotland)
<b>Description</b> Lease of three Trac Rail Transposers
<b>Contract Term (including Options, if any)</b> One year
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Test and Evaluate

<b>Contract Number</b> RFQ 114028	<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Total Amount:</b> \$548,173 (Est.)	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept./Div. &amp; Dept./Div. Head Name:</b> Department of Subways, Wynton Habersham	

### Discussion:

It is requested that the Board declare competitive bidding impractical or inappropriate pursuant to Public Authorities Law, Section 1209, subdivision 9(d), and approve the award of a miscellaneous procurement contract for leasing three Trac Rail Transposers (TRTs), manufactured by McCulloch Rail, for up to one year, including the training and certification of in-house forces in the proper operation and maintenance of the TRTs, in order to test and evaluate the TRT machines.

In connection with the 2015 – 2019 Capital Program, the Department of Subways/Track (Track) has planned to replace approximately 29 miles of bolted track with Continuous Welded Rail (CWR). The CWR consists of strings of 100lb or 115lb rail that are 390-feet long, and are currently handled and set in place manually by track crews. The benefits of CWR include the elimination of joints, thereby reducing track defects, and improving comfort for the subway ridership.

Utilizing TRTs, which are designed, manufactured and solely distributed by McCulloch Rail, is an innovative way to improve both worker safety and system efficiency. McCulloch Rail is a rail handling and rail logistics business based in Scotland. In May 2015, McCulloch Rail shipped two TRTs to New York and demonstrated the TRTs' capabilities in both mechanizing CWR installation, and moving and installing switches, stick rail and various equipment. Each TRT is approximately 7.5 feet long and 5.5 feet high, and is specifically designed to move rail and rail components. The TRT is small enough to work in the NYC Transit tunnel environment, and durable enough to withstand its rigors. Track plans to lease three TRTs on a short-term basis for up to one year. It is anticipated that using TRTs will reduce Track's maintenance and construction costs by promoting greater productivity and efficiencies during each general order (GO) and will also provide a safer working environment. Currently, Track uses up to a 30-person crew per tour to lay 10-12 CWR strings during a weekend GO. With the use of the TRTs, Track anticipates an increase in weekend productivity to over 20 CWR strings using a 17-person crew per tour, saving approximately \$3.18 million in labor costs over the course of one year. Personnel can then be redeployed elsewhere.

Procurement performed a market survey, which determined that no other equipment on the market combines the TRT's small size, durable characteristics, ease of use and numerous safety features. Procurement reached out to London Underground, which uses TRTs and whose tunnel system is somewhat similar to NYC Transit. London Underground confirmed its satisfaction with the TRT's performance in safely and efficiently laying CWR.

Through extensive negotiations, Procurement was able to obtain a weekly lease rate of \$2,500 per TRT, which is more favorable than McCulloch's pricing with London Underground (\$2,731 per week using current exchange rates) and England's Network Rail (\$2,640 per week using current exchange rates). The price is considered acceptable based on the potential for savings calculated by Track. NYC Transit has the right to purchase the TRTs at any time during the lease term at a purchase price of \$225,000 per TRT, reduced by 30% of the lease payments made per TRT up to the time the purchase agreement is finalized. If the TRTs perform well, Board approval will be sought prior to purchasing the TRTs.

NYC Transit will operate and maintain the TRTs using in-house forces. NYC Transit personnel will be trained prior to using the equipment. The training program will be administered by four McCulloch Rail operators over a 23-day period and includes classroom, yard and track instruction. At the completion of the training period, which includes "train the trainer" instruction, it is anticipated that up to 24 NYC Transit personnel will be certified in operation and maintenance of the TRT.

Item Number: 13

<b>Vendor Name (&amp; Location)</b> The Goodyear Tire & Rubber Company (Akron, OH)	
<b>Description</b> Tire leasing and wheel servicing	
<b>Contract Term (including Options, if any)</b> September 30, 2008 – March 31, 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 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> Department of Buses/ MTA Bus Company, Darryl C. Irick	

Contract Number	AWO/Mod. #
07E9693	8
<b>Original Amount:</b>	\$ 79,076,895
<b>Prior Modifications:</b>	\$ 9,501,602
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 88,578,497
<b>This Request:</b>	\$ 57,241,616 (Est.)
<b>% of This Request to Current Amount:</b>	72.4%
<b>% of Modifications (including This Request) to Original Amount:</b>	84.4%

**Discussion:**

This modification will extend the expiration date of the contract from March 31, 2016 through September 30, 2019 and will add funding in the amount of \$57,241,616.

The tire requirements for approximately 5,800 buses operated by both NYC Transit's Department of Buses (DOB) and MTA Bus Company (MTABC) were solicited under a competitive Request for Proposal, approved by the Board in September 2008 and awarded to The Goodyear Tire & Rubber Company (Goodyear). The contractor is required to furnish radial tires on a lease basis with prices per mile for high floor bus and low floor bus tires, and provide depot-based labor and material to service these tires based on a monthly price per person and to paint wheels at a fixed price through the term of the contract. The tire lease rates are subject to a formula tied to raw material price indices for rubber and tire manufacturing labor as published by the U.S. Bureau of Labor Statistics.

Due to the increased number of snow events in recent winters, modifications were issued to expand upon a test program to evaluate the concept of using rear traction tires as an alternative to snow chains. Snow chains are purchased by NYC Transit and MTABC and installed on the tires on rear axles of the bus along with center axles on articulated buses by in-house labor prior to an anticipated snow event. In an effort to reduce overall costs associated with installing snow chains, DOB decided to test the use of traction tires on rear axles along with center axles on articulated buses. Traction tires are composed of a softer rubber compound than a standard transit tire and are produced with a tread pattern designed to have a larger contact patch with the road in snow conditions, thus providing more traction than a standard transit tire in such conditions. A tradeoff exists with the use of traction tires because they have a shorter useful life than a transit tire, and using them during all seasons accelerates their wear. Therefore, the cost per tire mile of a traction tire is greater than a standard transit tire.

While the use of the tire chains on standard transit tires provides increased traction when installed, their use can potentially damage the tires, the wheel well, or panels if they come loose from the tire. In addition the use of snow chains is an operational challenge due to the time and coordination involved in the installation and removal of snow chains prior to and after each snow event. The overall concept was to test whether traction tires could be used continuously through all seasons, eliminating the need for snow chain installations and removals associated with snow events, and whether the concept was operationally viable. The test of concept proved so; therefore, DOB has requested that the various traction tires currently in use continue to be used and evaluated through the upcoming winter season. In addition, Goodyear has engineered a new traction tire developed specifically for use on transit buses that were introduced in early 2016 that DOB is currently evaluating.

Concurrently, Procurement and DOB are working with additional tire companies in an effort to award test and evaluation agreements to develop additional competition and determine what traction tire offerings will best satisfy NYC Transit's requirements. As a result of an extensive outreach two additional tire companies have expressed interest in participating in a competitive RFP for the next tire leasing contract. However, the tire companies have all indicated the need for a period of at least two years to test traction tires in the NYC duty cycle in order to conduct their due diligence to be able to participate in a competitive



solicitation. These anticipated test and evaluation contracts will be the subject of a future Board action. It was estimated that a three-year period of time was necessary for the test and evaluation to first, equip the depots with tire servicing equipment and swap out the Goodyear tires with the tires to be tested and subsequently, to adequately test the tires and accumulate enough data to reasonably draw conclusions from the evaluation culminating in a separate competitive solicitation and award of the long term tire leasing replacement contract. Not only will the test result in enhancing competition on the upcoming solicitation, but it will also allow for DOB to perform comparative analyses between competitors and traction tire types prior to the solicitation taking place.

As part of Modification No. 7, the Board was informed this future modification would be presented to extend the contract by three additional years for continued service with Goodyear while the test and evaluations are ongoing, to solicit, negotiate and award the aforementioned long term tire leasing replacement contract, and to allow time to potentially transition from the incumbent to a new contractor. However the time required to develop scopes of work for the test and evaluation agreements took longer than anticipated resulting in the need to extend this contract with Goodyear for 42 months. This will allow for the 2 year period needed to test the traction tires.

The Board was also informed that a cost audit would be performed on all tires included and added to this contract over its term, however due to the complexity of the contract the cost audit is still ongoing. Once completed, the results will be used to negotiate pricing on all the tires, which will be applied retroactively to the dates the tires were first included in the contract. A fair and reasonable determination will then be made.

# Schedule H: Modifications to Personal Service & Miscellaneous Contracts

Item Number: 12

<b>Vendor Name (&amp; Location)</b> Palm Coast Data, LLC (Palm Coast, FL)	
<b>Description</b> Provide MetroCard extended sales fulfillment services	
<b>Contract Term (including Options, if any)</b> August 9, 2006 – March 31, 2016	
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
<b>Procurement Type</b> <input 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 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> Revenue Control, Alan Putre	

Contract Number	AWO/Mod. #
05F9218	6
<b>Original Amount:</b>	\$ 13,567,242
<b>Option Amount:</b>	\$ 5,511,918
<b>Total Amount:</b>	\$ 19,079,160
<b>Prior Modifications:</b>	\$ 6,584,779
<b>Prior Budgetary Increases:</b>	\$ 858,909
<b>Current Amount:</b>	\$ 26,522,848
<b>This Request:</b>	\$ 6,600,000 (Est.)
<b>% of This Request to Current Amount:</b>	24.9%
<b>% of Modifications (including This Request) to Total Amount:</b>	144.1%

## Discussion:

This modification is to extend the contract term by two additional years from April 1, 2016 through March 31, 2018 for continued MetroCard extended sales fulfillment services.


This competitively awarded contract is for MetroCard fulfillment services. MetroCards are distributed out-of-system through the MetroCard Extended Sales Merchant Network, which is comprised of over 4,500 merchants located throughout New York City, Long Island and Westchester. The program offers customers a convenient alternative means to purchase MetroCards, especially for those customers that only use NYC Transit buses and do not ordinarily use subway stations where most MetroCard Vending Machines are located.

Under this contract, Palm Coast Data, LLC, (Palm Coast) is responsible for accepting orders from network merchants and processing each order for shipment. A telephone customer service center is staffed to address the full range of MetroCard merchants' orders. Palm Coast is also responsible for providing secure warehousing, fulfillment, inventory management, payment processing, accounting and other related services. Palm Coast picks up MetroCards from NYC Transit and ships MetroCards to Network merchants via armored trucks. In 2015, over 62,000 secured deliveries were made of over 27.7 million MetroCards that were sold through this program accounting for \$316.5 million in sales revenue to NYC Transit. Contract pricing is based on estimated quantities of various types of transactions related to ordering, packaging, shipping and payment for MetroCards.

This competitively awarded contract was originally awarded to Kable News Company (Kable). Subsequently, the contract was assigned from Kable to Palm Coast per a request made by their shared parent company. The option was exercised in July 2012 and the contract was extended once.

This two year extension will allow sufficient time to solicit and award a new multi-year contract and will allow for coordination of these services with similar services to be provided under the New Fare Payment System contract.

The unit prices for this extension will be the same as those that became effective in August 2009. The Consumer Price Index (CPI) and the relevant Producer Price Index (PPI) for the period of August 2009 to the present have increased 10.5% and 16.5%, respectively. Therefore, the price is considered fair and reasonable.

<b>Item Number</b> 5-6			
<b>Division &amp; Division Head Name:</b> VP Materiel, Stephen M. Plochochi			
			
<b>Internal Approvals</b>			
<b>Order</b>	<b>Approval</b>	<b>Date</b>	<b>Approval</b>
1	Materiel	6	President
2 X	Law	7	
3 X	Budget	8	
4 X	Subways	9	
5	EVP (ACTUAL)	10	

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b> RFP Authorizing Resolution	<b>Contract No.</b> R-34252 R-34254
<b>Description</b> Purchase of 27 Refuse Flat Cars and either 92 Flat Cars or 54 Flat Cars and 38 Flat Car Frames	
<b>Total Amount</b> TBD	
<b>Contract Term (including Options, if any)</b> TBD	
<b>Option(s) included in Total Amt?</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Renewal?</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

**PURPOSE:**

To request that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate for the procurement of 27 refuse flat cars and either 92 flat cars or 54 flat cars and 38 flat car frames, and that it is in the public interest to issue a competitive request for proposals (RFP) pursuant to Subdivision 9(f) of Section 1209 of the Public Authorities Law.

**DISCUSSION:**

Subdivision 9(f) of Section 1209 of the Public Authorities Law permits the Board to adopt a resolution declaring that competitive bidding is impractical or inappropriate because it is in the public interest to award a contract pursuant to a process of competitive requests for proposals. NYC Transit is desirous of utilizing such a procedure with respect to the procurement of these flat cars.

A flat car, which consists of a frame (a frame is a flat steel structure with a deck), mounted on a pair of trucks (a truck is a chassis with two axles, each axle having two wheels), is designed to handle and transport, throughout the NYC Transit system, track maintenance machinery and other heavy equipment, materials and supplies, as well as mobile industrial vehicles, such as forklifts. The R252 Flat Cars, which will be procured under this contract, will be used to support work at various NYC Transit job site locations and FASTRACK operations. A refuse flat car is a flat car equipped with special railings attached to the frame used to secure and stabilize wheeled garbage containers while these refuse flat cars are moved throughout the NYC Transit system. The R254 Refuse Flat Cars, which will be procured under this contract subject to funding approval under the 2015-2019 Capital Program, will be used for system-wide garbage collection from stations.

NYC Transit's Department of Subways (Subways) plans to purchase the following to replace the flat cars that have exceeded their useful life:

- 54 R252 Flat Cars to replace two of NYC Transit's existing flat car classes: 24 R72 Flat Cars and 30 R101 Flat Cars
- 27 R254 Refuse Flat Cars to replace the existing fleet of 27 R58 Refuse Flat Cars

Subways also plans to purchase 38 flat car frames to replace the frames on the existing fleet of R141 Flat Cars, with the trucks to be reconditioned by in-house forces. Although the R141 Flat Cars have not exceeded their useful life, they have aged prematurely due to the nature of the work for which they are used, such as the removal of wet concrete chip-outs (a chip-out is broken concrete removed from a track bed) and other debris in support of track work, which has led to accelerated structural deterioration of the flat car frames.

Separate structural and repair cost assessments were conducted. Subways concluded that in order for the entire R141 fleet to meet its full life cycle, an extensive, cost prohibitive repair of the frames, including replacement of major structural elements, would be required.

As an alternative to purchasing the 38 new flat car frames, depending on the pricing received in the proposals, Subways may consider purchasing an additional complete 38 flat cars instead of just the 38 frames, which would increase the total number of R252 Flat Cars to be purchased to 92. When soliciting proposals, Procurement will request pricing for *a*) 54 flat cars plus 38 frames and 27 refuse flat cars, and *b*) separate pricing for 92 (54 + 38) flat cars and 27 refuse flat cars. After evaluating the proposals for both scenarios, NYC Transit will perform a comparative analysis and make a determination as to which proposal offers the best value.

The RFP process, through negotiations and evaluation based on criteria that reflect the critical needs of the agency, will allow NYC Transit to select the proposal that offers the best value. More specifically NYC Transit will be able to consider many factors such as: 1) the technical proposal and overall technical qualifications including the quality of product, the experience of proposer and delivery schedule; 2) overall project cost and value to NYC Transit; and 3) other relevant matters.

Upon completion of the RFP process, NYC Transit intends to obtain Board approval for the actual contract award.

**IMPACT ON FUNDING:**




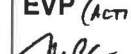
Funding for the purchase of the 54 flat cars is available under Planning No. MW10-6702, Project PSE No. R34252, Primary MTA Project No. 61302/02. Funding for the purchase of the 38 flat cars or 38 flat car frames is available under DCE's Operating Budget Account No. 711401, Activity No. 01035, Responsibility Center No. 2506, Function Code No. 810. Funding for the component of the contract to purchase the 27 refuse flat cars is part of NYC Transit's proposed 2015-2019 Capital Program. Award of this component of the contract will be subject to approval of the 2015-2019 program by the New York State Capital Program Review Board.

**ALTERNATIVES:**

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

**RECOMMENDATION:**

It is recommended that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate for the procurement of 27 refuse flat cars and either 92 flat cars or 54 flat cars and 38 flat car frames, and that it is in the public interest to issue a competitive request for proposals pursuant to Subdivision 9(f) of Section 1209 of the Public Authorities Law.

<b>Item Number</b> 7			
<b>Division &amp; Division Head Name:</b> VP Materiel, Stephen M. Plochochi			
			
<b>Internal Approvals</b>			
<b>Order</b>	<b>Approval</b>	<b>Date</b>	<b>Approval</b>
1 	Materiel	6	President 
2 X	Law	7	
3 X	Budget	8	
4 X	Subways	9	
5 3/16/16 	EVP (ACTING)	10	

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b>	<b>Contract No.</b>
TBD	R34211
<b>Description</b>	
Purchase of 565 "B" Division Rapid Transit Cars (R211A), 75 Staten Island Railway Rapid Transit Cars (R211S) and 10 Open Gangway Test Cars (R211T) with an option to purchase 375 additional R211A Cars and a second option to purchase a range of approximately 280 to 520 additional R211A cars.	
<b>Total Amount</b>	
TBD	
<b>Contract Term (including Options, if any)</b>	
TBD	
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input 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 checked="" 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 565 "B" Division Rapid Transit Cars (R211A), 75 Staten Island Railway (SIR) Cars (R211S) and 10 Open Gangway Test Cars (R211T) with one option to purchase 375 additional R211A Cars and a second option to purchase approximately 280 to 520 R211A Cars 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 940 R211A Cars, divided into the following: a base of 565 cars and an option of 375 cars. Included in the base along with the 565 R211A Cars are 75 R211S Cars and 10 R211T Cars. This purchase of 940 R211A Cars, 75 R211S Cars and 10 R211T Cars is anticipated to be supported by the 2015 – 2019 capital budget funds allocated for new train procurements.

This purchase supports NYC Transit's Rapid Transit Car Procurement Plan. The base quantity of 565 R211A Cars plus the 375 R211A Cars from the option for the NYC Transit "B" Division, totaling 940 60-foot cars, will be purchased to replace 752 75-foot R46 Cars which are scheduled for retirement. The 75 R211S Cars, all of which are 60-foot cars, will be purchased to replace all 64 75-foot R44 Cars in the SIR fleet, which are scheduled for retirement. The R211T will provide the opportunity to evaluate whether a train with open gangways can safely and reliably operate within NYC Transit's "B" Division infrastructure. The solicitation will include a second option for cars to support ridership growth as well as other operational needs. This option would be funded by the 2020-2024 Capital Program and may include a range of approximately 280 to 520 cars.

The RFP process, through negotiations and evaluation based on criteria that reflect the critical needs of the agency, will allow NYC Transit to select the proposal that offers the best value. More specifically NYC Transit will be able to consider many factors such as: 1) the technical proposal and overall technical qualifications including the quality of product, the experience of proposer and delivery schedule; 2) overall project cost and value to NYC Transit; and 3) other relevant matters. Upon completion of the RFP process, NYC Transit intends to obtain Board approval for the actual contract award.

**IMPACT ON FUNDING:**

The procurement of the 565 R211A Cars, 75 R211S Cars, 10 R211T Cars and the 375 R211A option Cars is anticipated to be funded as part of the MTA NYC Transit proposed 2015-2019 Capital Program. Award will be subject to approval of the 2015-2019 program by the New York State Capital Program Review Board. The second option, with a range of approximately 280 to 520 cars, is anticipated to be funded as part of the 2020-2024 Capital Program. This project is anticipated to be primarily federally funded.

**ALTERNATIVE:**

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

**RECOMMENDATION:**

It is recommended that the Board determine that competitive bidding is impractical or inappropriate for the procurement of 565 R211A Cars, 75 R211S Cars and 10 R211T Cars with one option for 375 additional R211A Cars and a second option to purchase approximately 280 to 520 R211A Cars 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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# Staff Summary

Page 1 of 2

Item Number 1 (Final)					
Dept & Dept Head Name: Engineering and Construction, Joseph Keane, P.E.					
Division & Division Head Name: Engineering and Construction, Aris Stathopoulos, P.E.					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	3/2/16			
2	MTA B&T Committee	3/21/16			
3	MTA Board	3/23/16			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer	4	Executive Vice President		
2	General Counsel	5	President		
3	Chief Procurement Officer				

SUMMARY INFORMATION	
Vendor Name Various	Contract Number B&T GFM-516 NYCT C-31711
Description Miscellaneous Construction on an As-Needed Basis	
Total Amount Aggregate Total: B&T GFM-516 \$95,000,000 NYCT C-31711 \$50,000,000	
Contract Term (including Options, if any) Three (3) years with (two 1-year options)	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: Funding Source to be allocated by Work Order.	

## Narrative

### I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All-Agency Procurement Guidelines to award multi-agency public work contracts via the competitive RFP process for Miscellaneous Construction on an As-Needed Basis for these participating agencies: B&T and NYCT. Each agency separately selected firms as listed below:

#### B&T Contract GFM-516 - Nine (9) firms selected:

- D'Onofrio General Contractors Corp.
- El Sol Contracting & Construction Corp.
- Halmar International, LLC
- John P. Picone, Inc.
- Masterpiece U.S., Inc.
- Navillus Tile, Inc. dba Navillus Contracting
- Paul J. Scariano, Inc. (PJS)



## Staff Summary

Page 2 of 3

- Restani Construction Corp.
- Unicorn Construction Enterprises, Inc.

### NYCT Contract C-31711 – Eight (8) firms selected:

- Geomatrix Services
- J-Track, LLC
- John P. Picone
- Lighton Industries, Inc.
- Masterpiece US Inc.
- Poscillico Civil, Inc.
- T. Moriarty & Son Inc.
- RailWorks Transit, Inc.

## **II. DISCUSSION**

In June 2015, the Board authorized the use of the competitive Request for Proposal (RFP) process in order to procure miscellaneous construction services on an as-needed basis for four participating agencies (B&T, NYCT, LIRR and MTACC). At the time of solicitation, MTACC decided that they would not participate in the joint procurement and would instead conduct their own separate solicitation. LIRR has not yet completed their selection process, and B&T will therefore seek Board approval on their behalf once their final selections are made. The three agencies' requirements were publicly advertised. Under this joint solicitation, led by B&T, each agency will award and administer their respective as-needed contracts. Separate RFPs were issued and the committee selection process was conducted individually by each agency due to the varying requirements among the agencies including the need to support the work at multiple locations and the consideration that many smaller firms would be unable to provide the personnel to simultaneously meet all of the agencies' construction service requests.

During the contract term, as a Scope of Work for each miscellaneous work order is identified, the contracted firms will be provided with the scope, a site tour will be conducted and bids will be submitted. The contractor submitting the lowest bid shall be awarded that specific work order. Since most of the construction projects are smaller than our individual projects and/or involve urgently needed repairs, it would be inefficient, time-consuming and would not meet the agencies' expedited needs at times to conduct separate competitively bid solicitations for each project.

The selection of contractors to be awarded these as-needed contracts was accomplished by a one-step RFP process. The three agencies all evaluated firms against established criteria including proposer's record of performance, qualifications of firm's specific personnel proposed, safety record and quality assurance program. Proposals for the agencies' contracts were received on January 15, 2016.

The selections are summarized below:

### **B&T Contract GFM-516:**

Twenty proposals were received. Based on the established criteria, B&T's Selection Committee chose eleven firms (Ahern, D'Onofrio, E.E. Cruz, El Sol, Halmar, Picone, Masterpiece, Navillus, PJS, Restani, and Unicorn). Nine of the selected eleven firms, except for Ahern and E.E. Cruz were determined to be responsive and responsible contractors with extensive background of prior and current public agency work. PJS has Significant Adverse Information ("SAI") as determined by the All-Agency Responsibility Guidelines. PJS addressed the issue to the satisfaction of the Chairman, who determined them responsible notwithstanding the SAI on 2/23/16. Two firms, Ahern Painting Contractors Corp., and E.E. Cruz & Company, Inc. are still in the evaluation process and we anticipate that these contracts will be presented to the Board in the near future.

(rev. 1/22/14)

## Staff Summary

Page 3 of 3

### NYCT Contract C-31711:

Twenty proposals were received. Based on the established criteria, NYCT's Selection Committee chose eight firms (Geomatrix, J-Track, Picone, Lighton, Masterpiece, Poscillico, T. Moriarty, and RailWorks). All eight of the selected firms were determined to be responsive and responsible contractors with extensive background of prior and current public agency work. Railworks has Significant Adverse Information ("SAI") as determined by the All-Agency Responsibility Guidelines. RailWorks addressed the issue to the satisfaction of the Chairman, who determined them responsible notwithstanding the SAI on 2/26/16.

It is recommended that the Board authorize the Authority to enter into contracts with the above selected firms.

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

The MTA DDCR established the following goals for the two agencies: (i) B&T GFM-516 MBE/WBE goals of 15%/15% respectively; and (ii) NYCT C-31711 DBE/MBE/WBE goals 17%/15%/15% respectively. All of the firms, with the exception of D'Onofrio General Contractors Corporation and Poscillico Civil, Inc., have achieved its previous MWDBE goals on previous MTA contracts. D'Onofrio General Contractors Corporation and Poscillico Civil, Inc. have not completed any MTA contracts with goals; therefore, no assessment of the firms' MWDBE performance can be determined at this time.

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

Funding will be established for each individual work order prior to their issuance.

### **V. ALTERNATIVES**

There are no recommended alternatives. The Authority's agencies do not have the resources to perform this work with in-house forces.

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**METROPOLITAN TRANSPORTATION AUTHORITY**  
**FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET**  
**Consolidated Accrual Statement of Operations by Category**

**January 2016**

(\$ 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	\$474.5	\$457.9	(\$16.6)	(3.5)	\$0.0	\$0.0	\$0.0	-	\$474.5	\$457.9	(\$16.6)	(3.5)
Vehicle Toll Revenue	132.3	135.5	3.1	2.4	0.0	0.0	0.0	-	132.3	135.5	3.1	2.4
Other Operating Revenue	56.4	53.5	(2.9)	(5.1)	0.0	0.0	0.0	-	56.4	53.5	(2.9)	(5.1)
Capital & Other Reimbursements	0.0	0.0	0.0	-	134.6	116.4	(18.2)	(13.5)	134.6	116.4	(18.2)	(13.5)
<b>Total Revenue</b>	<b>\$663.2</b>	<b>\$646.9</b>	<b>(\$16.4)</b>	<b>(2.5)</b>	<b>\$134.6</b>	<b>\$116.4</b>	<b>(\$18.2)</b>	<b>(13.5)</b>	<b>\$797.8</b>	<b>\$763.3</b>	<b>(\$34.5)</b>	<b>(4.3)</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$409.7	\$409.2	\$0.4	0.1	\$48.8	\$41.8	\$6.9	14.2	\$458.4	\$451.1	\$7.4	1.6
Overtime	65.0	68.1	(3.1)	(4.7)	10.5	12.1	(1.7)	(15.8)	75.5	80.2	(4.7)	(6.3)
Health and Welfare	96.4	92.7	3.7	3.8	4.4	5.1	(0.7)	(15.3)	100.9	97.9	3.0	3.0
OPEB Current Payment	47.1	44.9	2.2	4.6	0.8	0.7	0.0	4.5	47.9	45.6	2.2	4.6
Pensions	49.8	45.7	4.1	8.3	3.7	3.8	(0.1)	(4.0)	53.5	49.5	4.0	7.4
Other Fringe Benefits	56.8	60.5	(3.6)	(6.4)	16.1	14.2	1.9	11.9	72.9	74.6	(1.7)	(2.4)
Reimbursable Overhead	(28.1)	(30.2)	2.1	7.4	27.8	30.0	(2.2)	(8.0)	(0.3)	(0.1)	(0.1)	(49.9)
<b>Total Labor Expenses</b>	<b>\$696.7</b>	<b>\$691.0</b>	<b>\$5.8</b>	<b>0.8</b>	<b>\$112.0</b>	<b>\$107.8</b>	<b>\$4.2</b>	<b>3.7</b>	<b>\$808.7</b>	<b>\$798.8</b>	<b>\$9.9</b>	<b>1.2</b>
<b>Non-Labor:</b>												
Electric Power	\$44.7	\$36.8	\$7.9	17.7	\$0.0	\$0.1	(\$0.1)	*	\$44.8	\$36.9	\$7.8	17.4
Fuel	15.7	9.1	6.7	42.4	0.0	0.0	0.0	-	15.7	9.1	6.7	42.4
Insurance	3.9	2.7	1.2	30.8	0.6	0.5	0.0	5.5	4.5	3.2	1.2	27.6
Claims	20.3	22.1	(1.8)	(8.6)	0.0	0.0	0.0	-	20.3	22.1	(1.8)	(8.6)
Paratransit Service Contracts	33.5	30.3	3.2	9.6	0.0	0.0	0.0	-	33.5	30.3	3.2	9.6
Maintenance and Other Operating Contracts	46.7	43.6	3.1	6.7	4.9	2.9	2.0	40.3	51.5	46.4	5.1	9.8
Professional Service Contracts	28.2	21.1	7.2	25.5	3.7	0.1	3.6	98.2	31.9	21.1	10.8	33.8
Materials & Supplies	48.6	42.0	6.6	13.6	13.3	4.5	8.8	66.4	61.8	46.4	15.4	24.9
Other Business Expenses	18.2	16.9	1.3	6.9	0.2	0.5	(0.3)	*	18.4	17.5	0.9	5.0
<b>Total Non-Labor Expenses</b>	<b>\$259.9</b>	<b>\$224.5</b>	<b>\$35.4</b>	<b>13.6</b>	<b>\$22.6</b>	<b>\$8.6</b>	<b>\$14.0</b>	<b>61.8</b>	<b>\$282.5</b>	<b>\$233.1</b>	<b>\$49.4</b>	<b>17.5</b>
<b>Other Expense Adjustments:</b>												
Other	3.7	2.5	1.2	32.5	0.0	0.0	0.0	-	3.7	2.5	1.2	32.5
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>\$3.7</b>	<b>\$2.5</b>	<b>\$1.2</b>	<b>32.5</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>-</b>	<b>\$3.7</b>	<b>\$2.5</b>	<b>\$1.2</b>	<b>32.5</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$960.4</b>	<b>\$918.0</b>	<b>\$42.4</b>	<b>4.4</b>	<b>\$134.6</b>	<b>\$116.4</b>	<b>\$18.2</b>	<b>13.5</b>	<b>\$1,095.0</b>	<b>\$1,034.4</b>	<b>\$60.6</b>	<b>5.5</b>
Depreciation	193.0	237.6	(44.6)	(23.1)	0.0	0.0	0.0	-	193.0	237.6	(44.6)	(23.1)
OPEB Obligation	35.9	34.6	1.3	3.5	0.0	0.0	0.0	-	35.9	34.6	1.3	3.5
Environmental Remediation	0.6	0.2	0.4	71.4	0.0	0.0	0.0	-	0.6	0.2	0.4	71.4
<b>Total Expenses</b>	<b>\$1,189.8</b>	<b>\$1,190.3</b>	<b>(\$0.5)</b>	<b>(0.0)</b>	<b>\$134.6</b>	<b>\$116.4</b>	<b>\$18.2</b>	<b>13.5</b>	<b>\$1,324.4</b>	<b>\$1,306.7</b>	<b>\$17.7</b>	<b>1.3</b>
<b>Net Surplus/(Deficit) excluding Subsidies and Debt Service</b>	<b>(\$526.6)</b>	<b>(\$543.4)</b>	<b>(\$16.8)</b>	<b>(3.2)</b>	<b>(\$0.0)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>*</b>	<b>(\$526.6)</b>	<b>(\$543.4)</b>	<b>(\$16.8)</b>	<b>(3.2)</b>
Subsidies	\$398.0	136.7	(261.3)	(65.6)	0.0	0.0	0.0	-	398.0	136.7	(261.3)	(65.6)
Debt Service	233.3	209.7	23.5	10.1	0.0	0.0	0.0	-	233.3	209.7	23.5	10.1

Note: Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

-- Differences are due to rounding.

\* Variance exceeds 100%.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET**  
**Consolidated Accrual Statement of Operations by Category**  
**January Year-to-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$474.5	\$457.9	(\$16.6)	(3.5)	\$0.0	\$0.0	\$0.0	-	\$474.5	\$457.9	(\$16.6)	(3.5)
Vehicle Toll Revenue	132.3	135.5	3.1	2.4	0.0	0.0	0.0	-	132.3	135.5	3.1	2.4
Other Operating Revenue	56.4	53.5	(2.9)	(5.1)	0.0	0.0	0.0	-	56.4	53.5	(2.9)	(5.1)
Capital & Other Reimbursements	0.0	0.0	0.0	-	134.6	116.4	(18.2)	(13.5)	134.6	116.4	(18.2)	(13.5)
<b>Total Revenue</b>	<b>\$663.2</b>	<b>\$646.9</b>	<b>(\$16.4)</b>	<b>(2.5)</b>	<b>\$134.6</b>	<b>\$116.4</b>	<b>(\$18.2)</b>	<b>(13.5)</b>	<b>\$797.8</b>	<b>\$763.3</b>	<b>(\$34.5)</b>	<b>(4.3)</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$409.7	\$409.2	\$0.4	0.1	\$48.8	\$41.8	\$6.9	14.2	\$458.4	\$451.1	\$7.4	1.6
Overtime	65.0	68.1	(3.1)	(4.7)	10.5	12.1	(1.7)	(15.8)	75.5	80.2	(4.7)	(6.3)
Health and Welfare	96.4	92.7	3.7	3.8	4.4	5.1	(0.7)	(15.3)	100.9	97.9	3.0	3.0
OPEB Current Payment	47.1	44.9	2.2	4.6	0.8	0.7	0.0	4.5	47.9	45.6	2.2	4.6
Pensions	49.8	45.7	4.1	8.3	3.7	3.8	(0.1)	(4.0)	53.5	49.5	4.0	7.4
Other Fringe Benefits	56.8	60.5	(3.6)	(6.4)	16.1	14.2	1.9	11.9	72.9	74.6	(1.7)	(2.4)
Reimbursable Overhead	(28.1)	(30.2)	2.1	7.4	27.8	30.0	(2.2)	(8.0)	(0.3)	(0.1)	(0.1)	(49.9)
<b>Total Labor Expenses</b>	<b>\$696.7</b>	<b>\$691.0</b>	<b>\$5.8</b>	<b>0.8</b>	<b>\$112.0</b>	<b>\$107.8</b>	<b>\$4.2</b>	<b>3.7</b>	<b>\$808.7</b>	<b>\$798.8</b>	<b>\$9.9</b>	<b>1.2</b>
<b>Non-Labor:</b>												
Electric Power	\$44.7	\$36.8	\$7.9	17.7	\$0.0	\$0.1	(\$0.1)	*	\$44.8	\$36.9	\$7.8	17.4
Fuel	15.7	9.1	6.7	42.4	0.0	0.0	(0.0)	*	15.7	9.1	6.7	42.4
Insurance	3.9	2.7	1.2	30.8	0.6	0.5	0.0	5.5	4.5	3.2	1.2	27.6
Claims	20.3	22.1	(1.8)	(8.6)	0.0	0.0	0.0	-	20.3	22.1	(1.8)	(8.6)
Paratransit Service Contracts	33.5	30.3	3.2	9.6	0.0	0.0	0.0	-	33.5	30.3	3.2	9.6
Maintenance and Other Operating Contracts	46.7	43.6	3.1	6.7	4.9	2.9	2.0	40.3	51.5	46.4	5.1	9.8
Professional Service Contracts	28.2	21.1	7.2	25.5	3.7	0.1	3.6	98.2	31.9	21.1	10.8	33.8
Materials & Supplies	48.6	42.0	6.6	13.6	13.3	4.5	8.8	66.4	61.8	46.4	15.4	24.9
Other Business Expenses	18.2	16.9	1.3	6.9	0.2	0.5	(0.3)	*	18.4	17.5	0.9	5.0
<b>Total Non-Labor Expenses</b>	<b>\$259.9</b>	<b>\$224.5</b>	<b>\$35.4</b>	<b>13.6</b>	<b>\$22.6</b>	<b>\$8.6</b>	<b>\$14.0</b>	<b>61.8</b>	<b>\$282.5</b>	<b>\$233.1</b>	<b>\$49.4</b>	<b>17.5</b>
<b>Other Expense Adjustments:</b>												
Other	3.7	2.5	1.2	32.5	0.0	0.0	0.0	-	3.7	2.5	1.2	32.5
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>\$3.7</b>	<b>\$2.5</b>	<b>\$1.2</b>	<b>32.5</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>-</b>	<b>\$3.7</b>	<b>\$2.5</b>	<b>\$1.2</b>	<b>32.5</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$960.4</b>	<b>\$918.0</b>	<b>\$42.4</b>	<b>4.4</b>	<b>\$134.6</b>	<b>\$116.4</b>	<b>\$18.2</b>	<b>13.5</b>	<b>\$1,095.0</b>	<b>\$1,034.4</b>	<b>\$60.6</b>	<b>5.5</b>
Depreciation	193.0	237.6	(44.6)	(23.1)	0.0	0.0	0.0	-	193.0	237.6	(44.6)	(23.1)
OPEB Obligation	35.9	34.6	1.3	3.5	0.0	0.0	0.0	-	35.9	34.6	1.3	3.5
Environmental Remediation	0.6	0.2	0.4	71.4	0.0	0.0	0.0	-	0.6	0.2	0.4	71.4
<b>Total Expenses</b>	<b>\$1,189.8</b>	<b>\$1,190.3</b>	<b>(\$0.5)</b>	<b>(0.0)</b>	<b>\$134.6</b>	<b>\$116.4</b>	<b>\$18.2</b>	<b>13.5</b>	<b>\$1,324.4</b>	<b>\$1,306.7</b>	<b>\$17.7</b>	<b>1.3</b>
<b>Net Surplus/(Deficit) excluding Subsidies and Debt Service</b>	<b>(\$526.6)</b>	<b>(\$543.4)</b>	<b>(\$16.8)</b>	<b>(3.2)</b>	<b>(\$0.0)</b>	<b>(\$0.0)</b>	<b>(\$0.0)</b>	<b>0.0</b>	<b>(\$526.6)</b>	<b>(\$543.4)</b>	<b>(\$16.8)</b>	<b>(3.2)</b>
Subsidies	398.0	136.7	(261.3)	(65.6)	0.0	0.0	0.0	-	398.0	136.7	(261.3)	(65.6)
Debt Service	233.3	209.7	23.5	10.1	0.0	0.0	0.0	-	233.3	209.7	23.5	10.1

Note: Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

-- Differences are due to rounding.

\* Variance exceeds 100%.



**METROPOLITAN TRANSPORTATION AUTHORITY  
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET  
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS  
January 2016  
(\$ in millions)**

					January				YEAR-TO-DATE	
Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable)		Reason for Variance	Favorable (Unfavorable)				Reason for Variance	
		\$	%		\$	%				
Farebox Revenue	NR	(16.6)	(3.5)	Lower ridership due to winter storm Jonas ("Jonas") resulted in unfavorable variances of (\$15.5M) at NYCT and (\$0.7M) at MTA Bus.						
Vehicle Toll Revenue	NR	3.1	2.4	Despite Jonas, traffic volume exceeded the projection because of low gasoline prices.						
Other Operating Revenue	NR	(2.9)	(5.1)	The unfavorable outcome reflects the timing of Urban Tax revenue and underruns in advertising and MetroCard surcharge revenues – (\$6.7M) at NYCT. This result was partially offset by a positive shift in the market value of the invested asset portfolio – \$2.2M at FMTAC; higher net GCT retail revenue and an increase in digital advertising in GCT – \$1.3M at MNR; and higher E-ZPass and other toll administrative fees – (\$0.4M) at B&T.						
Payroll	NR	0.4	0.1	Vacancies were mainly responsible for favorable variances of \$1.4M at the LIRR, \$1.2M at MTA HQ, \$0.8M at B&T, and \$0.5M at SIR. These results were partially offset by unfavorable variances of (\$1.7M) at MTA Bus due to higher cash out of vacation, sick and personal time, and (\$1.1M) at MNR and (\$0.8M) at NYCT mostly due to the timing of project activity and higher earned separation payments.					SAME	
									AS	
Overtime	NR	(3.1)	(4.7)	The overall unfavorable variance reflects the timing of payments – (\$2.9M) at NYCT, and higher weather-related overtime (primarily Jonas) – (\$1.9M) at the LIRR. These results were partially offset by lower coverage requirements of \$0.8M at B&T, \$0.7M at MNR and \$0.4M at MTA Bus. It should be noted that although Jonas contributed to the month's overage, the majority of the storm's impact will be captured in the February report due to the timing of payroll periods. (See Overtime Decomposition Report for more details)					MONTH	
Health and Welfare	NR	3.7	3.8	Timing was responsible for favorable variances of \$1.2M and \$0.3M at NYCT and SIR, respectively. MTA Bus was \$0.6M favorable mostly due to lower claims. Higher vacancies were responsible for favorable variances of \$0.7M, \$0.5M and \$0.4M at B&T, the LIRR, and MTA HQ, respectively.						
OPEB - Current Payment	NR	2.2	4.6	Timing was primarily responsible for favorable variances of \$0.9M at NYCT, \$0.6M at the LIRR, \$0.4M at MTA Bus, and \$0.4M at MTA HQ.						
Pensions	NR	4.1	8.3	Timing was responsible for favorable variances of \$1.6M at NYCT, \$1.1M at MTA HQ, \$0.6M at the LIRR, \$0.5M at SIR and \$0.3M at MTA Bus.						

**METROPOLITAN TRANSPORTATION AUTHORITY  
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET  
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS  
January 2016  
(\$ in millions)**

				January					YEAR-TO-DATE
Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable)		Reason for Variance	Favorable (Unfavorable)		Reason for Variance		
		\$	%		\$	%			
Other Fringe Benefits	NR	(3.6)	(6.4)	NYCT was unfavorable by (\$2.3M) mainly due to higher FICA expenses and lower direct overhead credits caused by reimbursable payroll underruns. The LIRR was unfavorable by (\$1.8M) mainly due to higher FELA payments. MTA Bus was unfavorable by (\$0.4M) primarily due to an increase in workers' compensation reserve requirements based on a recent actuarial update. These results were partially offset by a favorable variance of \$0.8M at MNR as a result of lower employee claims.					
Reimbursable Overhead	NR	2.1	7.4	The timing of project activity resulted in favorable variances of \$3.9M at MTA HQ and \$0.9M at the LIRR, as well as unfavorable variances of (\$1.7M) at NYCT and (\$1.0M) at MNR.					
Electric Power	NR	7.9	17.7	Favorable results were mostly due to lower rates and consumption – \$5.1M at NYCT, \$2.3M at MNR, and \$0.4M at MTA HQ.				SAME	
Fuel	NR	6.7	42.4	Lower rates and consumption accounted for most of the favorable variances of \$3.9M at NYCT, \$0.9M at MNR, \$0.8M at both MTA Bus and the LIRR, and \$0.3M at B&T.				AS	
Insurance	NR	1.2	30.8	Timing was responsible for a favorable variance of \$0.6M at FMTAC. Other agency variances were minor.				MONTH	
Claims	NR	(1.8)	(8.6)	FMTAC was (\$2.8M) unfavorable due to an actuarial re-estimate. This result was partially offset by a favorable variance of \$0.9M at NYCT due to timing.					
Paratransit Service Contracts	NR	3.2	9.6	Lower expenses due to fewer trips and the favorable timing of expenses.					
Maintenance and Other Operating Contracts	NR	3.1	6.7	The overall favorable result was mainly attributable to timing: \$2.1M at B&T due to major maintenance, the E-ZPass Customer Service Center and the maintenance of EZ-Pass equipment; \$2.0M at MNR due mainly for maintenance contracts, ferry services, and GCT utilities; \$1.8M at MTA Bus due to delays in shop programs; \$1.6M at SIR due to car fleet maintenance; and \$1.5M at the LIRR for joint facilities, security and maintenance contracts. Partially offsetting these results were unfavorable variances of (\$5.3M) at NYCT largely due to accrual adjustments, and (\$0.7M) at MTA HQ due to the timing of rental expenses and telephone service at Two Broadway.					

**METROPOLITAN TRANSPORTATION AUTHORITY  
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET  
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS  
January 2016  
(\$ in millions)**

					January				YEAR-TO-DATE	
Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable)			Reason for Variance	Favorable (Unfavorable)			Reason for Variance	
		\$	%			\$	%			
Professional Service Contracts	NR	7.2	25.5		The overall favorable results were primarily attributable to timing: \$7.6M at NYCT, reflecting bond services and accrual adjustments; \$1.4M at MTA Bus for inter-agency charges; \$0.9M at MNR for consulting services, training, legal expenses, and engineering and medical services; and \$0.9M at the LIRR for prior-period accrual reversals, MTA chargebacks and consultants. Partially offsetting these results were unfavorable variances of (\$2.2M) at B&T due to bond issuance costs and (\$1.5M) at MTA HQ due to IT hardware, professional service contracts and data center charges.					
Materials & Supplies	NR	6.6	13.6		Changes in project activity levels and maintenance material requirements, as well as timing, contributed to favorable results of \$5.3M at the LIRR, \$2.0M NYCT, \$0.5M at MTA Bus, and \$0.3M at B&T, and the unfavorable result of (\$1.6M) at MNR.				SAME	
Other Business Expenses	NR	1.3	6.9		MNR was \$1.2M favorable due to lower subsidy payments to NJT for West of Hudson operations, reflecting mainly lower fuel rates and higher ridership, while timing was responsible for favorable variances of \$0.8M at B&T and \$0.4M at FMTAC, and an unfavorable variance of (\$1.2M) at NYCT.				AS	
Other Expense Adjustments	NR	1.2	32.5		Variance due to timing differences in project completions.				MONTH	
Depreciation	NR	(44.6)	(23.1)		Timing differences in project completions and assets reaching beneficial use resulted in unfavorable variances of (\$41.7M) at NYCT, (\$4.4M) at MNR, and (\$1.1M) at MTA Bus, and favorable variances of \$1.4M at the LIRR, \$0.9M at MTA HQ, and \$0.4M at B&T.					
Other Post-Employment Benefits	NR	1.3	3.5		The GASB adjustment reflects the value associated with the unfunded accrued liability for post employment health benefits.					
Environmental Remediation	NR	0.4	71.4		The favorable variance reflects overall lower cost of approximately \$0.4M at MNR.					
Capital & Other Reimbursements	R	(18.2)	(13.5)		Timing and changes in project activity were mostly responsible for unfavorable variances of (\$9.4M) at NYCT, (\$8.1M) at MNR, (\$1.3M) at MTA CC, (\$0.8M) at B&T, (\$0.6M) at the LIRR and (\$0.4M) at MTA Bus, and a favorable variance of \$2.3M at MTA HQ.					
Payroll	R	6.9	14.2		The timing of project activity was responsible for favorable variances of \$5.7M at NYCT, \$0.4M at B&T, and \$0.3M at MNR.					
Overtime	R	(1.7)	(15.8)		The overall overage reflects the impact of MTA Police activity at MTA HQ (\$0.8M), Subway Capital Track Program requirements at NYCT (\$0.6M), and activity for the annual track program and Atlantic Tunnel mitigation project at the LIRR (\$0.4M).					



**METROPOLITAN TRANSPORTATION AUTHORITY  
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET  
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS  
January 2016  
(\$ in millions)**

January					YEAR-TO-DATE		
Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable)		Reason for Variance	Favorable (Unfavorable)		Reason for Variance
		\$	%		\$	%	
Health and Welfare	R	(0.7)	(15.3)	Timing was responsible for unfavorable variances of (\$0.9M) at NYCT and (\$0.3M) at the LIRR.			SAME  AS  MONTH
OPEB Current Payment	R	0.0	4.5	Minor Variance			
Pensions	R	(0.1)	(4.0)	The LIRR was (\$0.6M) unfavorable due to timing.			
Other Fringe Benefits	R	1.9	11.9	Lower direct overhead expenses resulting from payroll underruns was responsible for a favorable variance of \$1.9M at NYCT. Other agency variances were minor.			
Reimbursable Overhead	R	(2.2)	(8.0)	The timing of project activity resulted in unfavorable variances of (\$3.9M) at MTA HQ and (\$0.9M) at the LIRR, as well as the favorable variances of \$1.7M NYCT and \$0.9M at MNR.			
Maintenance and Other Operating Contracts	R	2.0	40.3	The LIRR was \$1.5M favorable mainly due to the timing of project activity, and MTA CC was \$0.3M favorable due to the timing of MTA chargebacks.			
Professional Service Contracts	R	3.6	98.2	The overall favorable results were mainly due to timing: \$2.3M at MTA HQ associated with West Side Yard project activity; \$0.7M at MNR associated with CDOT project activity; and \$0.5M at MTA CC associated with telecommunications and engineering services.			
Materials & Supplies	R	8.8	66.4	Changes in project activity levels and maintenance material requirements, as well as the timing of payments, contributed to favorable results of \$5.6M at MNR and \$1.6M at both the LIRR and NYCT.			
Other Business Expenses	R	(0.3)	*	NYCT was (\$0.3M) unfavorable due to unfavorable results in miscellaneous expenses/credits.			
Subsidies	NR	(261.3)	(65.6)	The unfavorable variance of \$261.3 million was mainly due to the timing of booking accruals for PMT (\$132.7 million), Urban Taxes (\$68.4 million) and PBT (\$55.4 million).			
Debt Service	NR	23.5	10.1	Favorable variance of \$23.5 million primarily due to timing of debt service deposits and lower than budgeted variable rates.			

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Overtime Decomposition Report**  
**Adopted Budget vs. Actuals**  
**January 2016**

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 January 2016 (year-to-date).

**2016 OVERTIME REPORTING - PRELIMINARY JANUARY RESULTS (NON-REIMBURSABLE)**

**Month**

Total overtime was (\$3.1M), or (5%), unfavorable to the Adopted Budget. It should be noted that minimal impacts from winter storm Jonas ("Jonas") were captured within January results, as payroll for the month, e.g., NYCT, closed on the same day as the storm. Consequently, the majority of those overtime-related costs will be captured in the February report.

*Programmatic/Routine Maintenance* was (\$3.6M) unfavorable, primarily reflecting timing caused by the payment of overtime earned in 2015, but paid in January 2016 (which will be reversed in February) at NYCT, and the system-wide replacement of defective concrete ties, West End & Morris Park rubbish removal along the right of way, and timber installation at the LIRR.

*Unscheduled Service* was (\$1.3M) unfavorable mostly due to timing caused by overtime earned in 2015, but paid in January 2016, which will be reversed in February, at NYCT.

*Scheduled Service* was \$1.0M favorable, reflecting lower bus operator costs due to the shutdown of service caused by Jonas at MTA Bus, lower holiday and crewbook overtime at the LIRR, and improved employee availability among Conductors at MNR.

*Vacancy/Absentee Coverage* was \$0.7M favorable, reflecting mainly improved availability in the Maintenance of Equipment, Engineering, and Stations & Transportation departments at the LIRR.

**YTD**

Same as month

Metropolitan Transportation Authority  
2016 February Financial Plan  
Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)

	January			January Year-to-Date		
	Adopted Budget	Actuals	Var. - Fav./(Unfav)	Adopted Budget	Actuals	Var. - Fav./(Unfav)
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	\$19.6	\$18.7	\$1.0 5.0%	\$19.6	\$18.7	\$1.0 5.0%
<u>Unscheduled Service</u>	\$9.5	\$10.7	(\$1.3) (13.2%)	\$9.5	\$10.7	(\$1.3) (13.2%)
<u>Programmatic/Routine Maintenance</u>	\$17.7	\$21.3	(\$3.6) (20.4%)	\$17.7	\$21.3	(\$3.6) (20.4%)
<u>Unscheduled Maintenance</u>	\$0.2	\$0.1	\$0.1 43.9%	\$0.2	\$0.1	\$0.1 43.9%
<u>Vacancy/Absentee Coverage</u>	\$6.7	\$5.9	\$0.7 10.8%	\$6.7	\$5.9	\$0.7 10.8%
<u>Weather Emergencies</u>	\$9.3	\$9.4	(\$0.0) -0.5%	\$9.3	\$9.4	(\$0.0) (0.5%)
<u>Safety/Security/Law Enforcement</u>	\$1.0	\$0.9	\$0.1 8.2%	\$1.0	\$0.9	\$0.1 8.2%
<u>Other</u>	\$1.0	\$1.0	(\$0.0) -4.3%	\$1.0	\$1.0	(\$0.0) (4.3%)
Subtotal	\$65.0	\$68.1	(\$3.1) (4.7%)	\$65.0	\$68.1	(\$3.1) (4.7%)
<b>REIMBURSABLE OVERTIME</b>	\$10.5	\$12.1	(\$1.7)	\$10.5	\$12.1	(\$1.7)
<b>TOTAL OVERTIME</b>	<b>\$75.5</b>	<b>\$80.2</b>	<b>(\$4.7)</b>	<b>\$75.5</b>	<b>\$80.2</b>	<b>(\$4.7)</b>

\* Exceeds 100%

NOTES: Totals may not add due to rounding.

Percentages are based on each type of Overtime and not on Total Overtime.

SIR Overtime data is included in "Other"

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2016 Overtime Reporting**  
**Overtime Legend**

**Type**

**Definition**

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

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2016 Adopted Budget**  
**Consolidated Accrual Subsidy Detail**  
**January 2016**  
(\$ in millions)

	Current Month			Year-to-Date		
	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance
<b>Accrued Subsidies:</b>						
<b><i>Dedicated Taxes</i></b>						
Mass Transportation Operating Assistance Fund (MMTOA)	\$0.0	-	-	\$0.0	-	-
Petroleum Business Tax	55.4	-	(55.4)	55.4	-	(55.4)
MRT 1 (Gross)	26.9	24.6	(2.3)	26.9	24.6	(2.3)
MRT 2 (Gross)	10.5	8.9	(1.6)	10.5	8.9	(1.6)
Urban Tax	113.2	44.7	(68.4)	113.2	44.7	(68.4)
	<b>\$205.9</b>	<b>\$78.2</b>	<b>(\$127.7)</b>	<b>\$205.9</b>	<b>\$78.2</b>	<b>(\$127.7)</b>
<b><i>New State Taxes and Fees</i></b>						
Payroll Mobility Taxes	132.7	-	(132.7)	132.7	-	(132.7)
Payroll Mobility Tax Replacement Funds	-	-	-	-	-	-
MTA Aid Taxes <sup>1</sup>	-	-	-	-	-	-
	<b>\$132.7</b>	<b>\$0.0</b>	<b>(\$132.7)</b>	<b>\$132.7</b>	<b>\$0.0</b>	<b>(\$132.7)</b>
<b><i>State and Local Subsidies</i></b>						
NYS Operating Assistance	-	-	-	-	-	-
NYC and Local 18b:						
New York City	-	-	-	-	-	-
Nassau County	-	-	-	-	-	-
Suffolk County	-	-	-	-	-	-
Westchester County	-	-	-	-	-	-
Putnam County	-	-	-	-	-	-
Dutchess County	-	-	-	-	-	-
Orange County	-	-	-	-	-	-
Rockland County	-	-	-	-	-	-
CDOT Subsidies	10.2	9.2	(1.0)	10.2	9.2	(1.0)
Station Maintenance	13.9	13.4	(0.5)	13.9	13.4	(0.5)
	<b>\$24.1</b>	<b>\$22.6</b>	<b>(\$1.5)</b>	<b>\$24.1</b>	<b>\$22.6</b>	<b>(\$1.5)</b>
<b>Sub-total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$362.8</b>	<b>\$100.8</b>	<b>(\$261.9)</b>	<b>\$362.8</b>	<b>\$100.8</b>	<b>(\$261.9)</b>
City Subsidy to MTA Bus	35.3	35.9	0.6	35.3	35.9	0.6
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$398.0</b>	<b>\$136.7</b>	<b>(\$261.3)</b>	<b>\$398.0</b>	<b>\$136.7</b>	<b>(\$261.3)</b>
<b><i>Inter-Agency Subsidy Transactions</i></b>						
B&T Operating Surplus Transfer	38.8	-	(38.8)	38.8	-	(38.8)
	<b>\$38.8</b>	<b>\$0.0</b>	<b>(\$38.8)</b>	<b>\$38.8</b>	<b>\$0.0</b>	<b>(\$38.8)</b>
<b>Total Accrued Subsidies</b>	<b>\$436.8</b>	<b>\$136.7</b>	<b>(\$300.1)</b>	<b>\$436.8</b>	<b>\$136.7</b>	<b>(\$300.1)</b>

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

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2016 Adopted Budget**  
**Consolidated Accrual Subsidy Detail**  
**Explanation of Variances**  
(\$ in millions)

**January 2016**

<b>Accrued Subsidies</b>	<b>Variance \$</b>	<b>Variance %</b>	<b>Explanations</b>
Petroleum Business Tax	(55.4)	-100.0%	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)	(2.3)	-8.4%	MRT-1 transactions were below budget for the month and year-to-date.
MRT(b) 2 (Gross)	(1.6)	-15.7%	MRT-2 transactions were below budget for the month and year-to-date.
Urban Tax	(68.4)	-60.5%	The unfavorable variances for the month and year-to-date were primarily due to timing of booking accruals.
Payroll Mobility Taxes	(132.7)	-100.0%	The unfavorable variance for the month and year-to-date were due to the timing of accruals by MTA Accounting.
CDOT Subsidies	(1.0)	-9.9%	The unfavorable variance was due primarily to timing.
Station Maintenance	(0.5)	-3.5%	The unfavorable variance is due primarily to timing.
B&T Operating Surplus Transfer	(38.8)	-100.0%	The unfavorable variance was due to the timing of accruals.

**Year-to-Date**

<b>Accrued Subsidies</b>	<b>Variance \$</b>	<b>Variance %</b>	<b>Explanations</b>
Petroleum Business Tax	(55.4)	-100.0%	See explanation for the month.
MRT(b) 1 (Gross)	(2.3)	-8.4%	See explanation for the month.
MRT(b) 2 (Gross)	(1.6)	-15.7%	See explanation for the month.
Urban Tax	(68.4)	-60.5%	See explanation for the month.
Payroll Mobility Taxes	(132.7)	-100.0%	See explanation for the month.
CDOT Subsidies	(1.0)	-9.9%	See explanation for the month.
Station Maintenance	(0.5)	-3.5%	The unfavorable variance is due primarily to timing.
B&T Operating Surplus Transfer	(38.8)	-100.0%	See explanation for the month.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**FEBRUARY FINANCIAL PLAN - Adopted Budget**  
**Debt Service**  
**January 2016**  
(\$ in millions)

	Adopted Budget	Actual	Variance	% Var	Explanation
Dedicated Tax Fund:					
NYC Transit	\$33.3	\$30.2	\$3.1		
Commuter Railroads	6.8	6.4	0.4		
<b>Dedicated Tax Fund Subtotal</b>	<b>\$40.1</b>	<b>\$36.6</b>	<b>\$3.5</b>	<b>8.8%</b>	Timing of new money bond issuances and lower than budgeted variable rates.
MTA Transportation Revenue:					
NYC Transit	\$83.1	\$71.3	\$11.7		
Commuter Railroads	51.4	45.0	6.4		
MTA Bus	1.8	2.4	(0.5)		
SIRTOA	0.1	0.1	0.1		
<b>MTA Transportation Revenue Subtotal</b>	<b>\$136.5</b>	<b>\$118.7</b>	<b>\$17.7</b>	<b>13.0%</b>	Timing of new money bond issuances and lower than budgeted variable rates.
MTA Transportation Revenue BANs:					
NYC Transit	\$0.1	\$0.0	\$0.1		
Commuter Railroads	0.0	0.0	0.0		
MTA Bus	0.0	0.0	0.0		
<b>MTA Transp Revenue BANs Subtotal</b>	<b>\$0.1</b>	<b>\$0.0</b>	<b>\$0.1</b>	<b>100.0%</b>	Timing of new money bond issuances and lower than budgeted variable rates.
2 Broadway COPs:					
NYC Transit	\$1.6	\$1.5	\$0.1		
Bridges & Tunnels	0.2	0.2	0.0		
MTA HQ	0.2	0.0	0.2		
<b>2 Broadway COPs Subtotal</b>	<b>\$2.0</b>	<b>\$1.7</b>	<b>\$0.3</b>	<b>14.3%</b>	Lower than budgeted variable rates.
TBTA General Resolution (2):					
NYC Transit	\$14.8	\$13.9	\$1.0		
Commuter Railroads	7.0	6.5	0.5		
Bridges & Tunnels	21.5	19.5	2.0		
<b>TBTA General Resolution Subtotal</b>	<b>\$43.3</b>	<b>\$39.9</b>	<b>\$3.4</b>	<b>7.9%</b>	Timing of new money bond issuances and lower than budgeted variable rates.
TBTA Subordinate (2):					
NYC Transit	\$6.1	\$7.0	(\$0.9)		
Commuter Railroads	2.7	3.1	(0.4)		
Bridges & Tunnels	2.4	2.8	(0.3)		
<b>TBTA Subordinate Subtotal</b>	<b>\$11.2</b>	<b>\$12.8</b>	<b>(\$1.6)</b>	<b>-13.9%</b>	Timing of debt service deposits.

<b>Total Debt Service</b>	<b>\$233.3</b>	<b>\$209.7</b>	<b>\$23.5</b>	<b>10.1%</b>	
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Debt Service by Agency:					
NYC Transit	\$139.0	\$123.8	\$15.2		
Commuter Railroads	68.0	61.0	7.0		
MTA Bus	1.8	2.4	(0.5)		
SIRTOA	0.1	0.1	0.1		
Bridges & Tunnels	24.2	22.5	1.7		
MTAHQ	0.2	0.0	0.2		
<b>Total Debt Service</b>	<b>\$233.3</b>	<b>\$209.7</b>	<b>\$23.5</b>	<b>10.1%</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**  
**January 2016 Year-to-Date**  
(\$ in millions)

	Adopted Budget	Actual	Variance	% Var	Explanation
Dedicated Tax Fund:					
NYC Transit	\$33.3	\$30.2	\$3.1		
Commuter Railroads	6.8	6.4	0.4		
<b>Dedicated Tax Fund Subtotal</b>	<b>\$40.1</b>	<b>\$36.6</b>	<b>\$3.5</b>	<b>8.8%</b>	Timing of new money bond issuances and lower than budgeted variable rates.
MTA Transportation Revenue:					
NYC Transit	\$83.1	\$71.3	\$11.7		
Commuter Railroads	51.4	45.0	6.4		
MTA Bus	1.8	2.4	(0.5)		
SIRTOA	0.1	0.1	0.1		
<b>MTA Transportation Revenue Subtotal</b>	<b>\$136.5</b>	<b>\$118.7</b>	<b>\$17.7</b>	<b>13.0%</b>	Timing of new money bond issuances and lower than budgeted variable rates.
MTA Transportation Revenue BANs:					
NYC Transit	\$0.1	\$0.0	\$0.1		
Commuter Railroads	0.0	0.0	0.0		
MTA Bus	0.0	0.0	0.0		
<b>MTA Transp Revenue BANs Subtotal</b>	<b>\$0.1</b>	<b>\$0.0</b>	<b>\$0.1</b>	<b>100.0%</b>	Timing of new money bond issuances and lower than budgeted variable rates.
2 Broadway COPs:					
NYC Transit	\$1.6	\$1.5	\$0.1		
Bridges & Tunnels	0.2	0.2	0.0		
MTA HQ	0.2	0.0	0.2		
<b>2 Broadway COPs Subtotal</b>	<b>\$2.0</b>	<b>\$1.7</b>	<b>\$0.3</b>	<b>14.3%</b>	Lower than budgeted variable rates.
TBTA General Resolution (2):					
NYC Transit	\$14.8	\$13.9	\$1.0		
Commuter Railroads	7.0	6.5	0.5		
Bridges & Tunnels	21.5	19.5	2.0		
<b>TBTA General Resolution Subtotal</b>	<b>\$43.3</b>	<b>\$39.9</b>	<b>\$3.4</b>	<b>7.9%</b>	Timing of new money bond issuances and lower than budgeted variable rates.
TBTA Subordinate (2):					
NYC Transit	\$6.1	\$7.0	(\$0.9)		
Commuter Railroads	2.7	3.1	(0.4)		
Bridges & Tunnels	2.4	2.8	(0.3)		
<b>TBTA Subordinate Subtotal</b>	<b>\$11.2</b>	<b>\$12.8</b>	<b>(\$1.6)</b>	<b>-13.9%</b>	Timing of debt service deposits.

<b>Total Debt Service</b>	<b>\$233.3</b>	<b>\$209.7</b>	<b>\$23.5</b>	<b>10.1%</b>	
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Debt Service by Agency:					
NYC Transit	\$139.0	\$123.8	\$15.2		
Commuter Railroads	68.0	61.0	7.0		
MTA Bus	1.8	2.4	(0.5)		
SIRTOA	0.1	0.1	0.1		
Bridges & Tunnels	24.2	22.5	1.7		
MTAHQ	0.2	0.0	0.2		

<b>Total Debt Service</b>	<b>\$233.3</b>	<b>\$209.7</b>	<b>\$23.5</b>	<b>10.1%</b>	
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**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 - 2016 Adopted Budget**  
**Cash Subsidy Detail by Agency**  
(\$ in millions)

January 2016

	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>	\$0.0	0.0	0.0	\$0.0	0.0	0.0	\$0.0	0.0	0.0	\$0.0	\$0.0	0.0	\$0.0	\$0.0	0.0	\$0.0	\$0.0	0.0
Petroleum Business Tax	47.1	45.8	(1.3)	8.3	8.1	(0.2)	-	-	-	-	-	-	-	-	-	55.4	53.9	(1.5)
MRT <sup>(2)</sup> 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	26.8	29.9	3.1	26.8	29.9	3.1
MRT <sup>(2)</sup> 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	10.5	10.6	0.1	10.5	10.6	0.1
Urban Tax	113.2	128.8	15.6	-	-	-	-	-	-	-	-	-	-	-	-	113.2	128.8	15.6
	<b>\$160.2</b>	<b>\$174.6</b>	<b>\$14.4</b>	<b>\$8.3</b>	<b>\$8.1</b>	<b>(\$0.2)</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>\$37.3</b>	<b>\$40.5</b>	<b>\$3.3</b>	<b>\$205.8</b>	<b>\$223.2</b>	<b>\$17.4</b>
<b>New State Taxes and Fees</b>																		
Payroll Mobility Tax	76.9	76.1	(0.8)	23.6	23.4	(0.2)	-	-	-	-	-	-	32.2	31.9	(0.3)	132.7	131.4	(1.4)
Payroll Mobility Tax Replacement Funds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
MTA Aid <sup>(2)</sup>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
	<b>\$76.9</b>	<b>\$76.1</b>	<b>(\$0.8)</b>	<b>\$23.6</b>	<b>\$23.4</b>	<b>(\$0.2)</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>\$32.2</b>	<b>\$31.9</b>	<b>(\$0.3)</b>	<b>\$132.7</b>	<b>\$131.4</b>	<b>(\$1.4)</b>
<b>State and Local Subsidies</b>																		
NYS Operating Assistance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	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	-	-	-	-	1.8	1.8	-	-	-	-	-	-	-	-	-	0.0	1.8	1.8
Putnam County	-	-	-	-	0.1	0.1	-	-	-	-	-	-	-	-	-	0.0	0.1	0.1
Dutchess County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Orange County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Rockland County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
CDOT Subsidies	-	-	-	10.9	16.4	5.5	-	-	-	-	-	-	-	-	-	10.9	16.4	5.5
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>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$10.9</b>	<b>\$18.3</b>	<b>\$7.4</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>\$10.9</b>	<b>\$18.3</b>	<b>\$7.4</b>
<b>Sub-total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$237.1</b>	<b>\$250.7</b>	<b>\$13.6</b>	<b>\$42.8</b>	<b>\$49.8</b>	<b>\$7.0</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>\$69.5</b>	<b>\$72.4</b>	<b>\$2.9</b>	<b>\$349.4</b>	<b>\$372.9</b>	<b>\$23.4</b>
City Subsidy to MTA Bus	-	-	-	-	-	-	-	-	-	\$30.0	18.5	(11.5)	-	-	-	30.0	18.5	(11.5)
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$237.1</b>	<b>\$250.7</b>	<b>\$13.6</b>	<b>\$42.8</b>	<b>\$49.8</b>	<b>\$7.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$30.0</b>	<b>\$18.5</b>	<b>(\$11.5)</b>	<b>\$69.5</b>	<b>\$72.4</b>	<b>\$2.9</b>	<b>\$379.4</b>	<b>\$391.4</b>	<b>\$11.9</b>
<b>Inter-Agency Subsidy Transactions</b>																		
B&T Operating Surplus Transfer	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
	<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>\$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>Total Cash Subsidies</b>	<b>\$237.1</b>	<b>\$250.7</b>	<b>\$13.6</b>	<b>\$42.8</b>	<b>\$49.8</b>	<b>\$7.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$30.0</b>	<b>\$18.5</b>	<b>(\$11.5)</b>	<b>\$69.5</b>	<b>\$72.4</b>	<b>\$2.9</b>	<b>\$379.4</b>	<b>\$391.4</b>	<b>\$11.9</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 - 2016 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>(1)</sup>	\$0.0	0.0	0.0	\$0.0	0.0	0.0	\$0.0	0.0	0.0	\$0.0	\$0.0	0.0	\$0.0	\$0.0	0.0	\$0.0	\$0.0	0.0
Petroleum Business Tax	47.1	45.8	(1.3)	8.3	8.1	(0.2)	-	-	-	-	-	-	-	-	-	55.4	53.9	(1.5)
MRT <sup>(2)</sup> 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	26.8	29.9	3.1	26.8	29.9	3.1
MRT <sup>(2)</sup> 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	10.5	10.6	0.1	10.5	10.6	0.1
Other MRT <sup>(2)</sup> Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Urban Tax	113.2	128.8	15.6	-	-	-	-	-	-	-	-	-	-	-	-	113.2	128.8	15.6
	<b>\$160.2</b>	<b>\$174.6</b>	<b>\$14.4</b>	<b>\$8.3</b>	<b>\$8.1</b>	<b>(\$0.2)</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>\$37.3</b>	<b>\$40.5</b>	<b>\$3.3</b>	<b>\$205.8</b>	<b>\$223.2</b>	<b>\$17.4</b>
<b>New State Taxes and Fees</b>																		
Payroll Mobility Tax	76.9	76.1	(0.8)	23.6	23.4	(0.2)	-	-	-	-	-	-	32.2	31.9	(0.3)	132.7	131.4	(1.4)
Payroll Mobility Tax Replacement Funds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
MTA Aid <sup>(2)</sup>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
	<b>\$76.9</b>	<b>\$76.1</b>	<b>(\$0.8)</b>	<b>\$23.6</b>	<b>\$23.4</b>	<b>(\$0.2)</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>\$32.2</b>	<b>\$31.9</b>	<b>(\$0.3)</b>	<b>\$132.7</b>	<b>\$131.4</b>	<b>(\$1.4)</b>
<b>State and Local Subsidies</b>																		
NYS Operating Assistance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	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	-	-	-	-	1.8	1.8	-	-	-	-	-	-	-	-	-	0.0	1.8	1.8
Putnam County	-	-	-	-	0.1	0.1	-	-	-	-	-	-	-	-	-	0.0	0.1	0.1
Dutchess County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Orange County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Rockland County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
CDOT Subsidies	-	-	-	10.9	16.4	5.5	-	-	-	-	-	-	-	-	-	10.9	16.4	5.5
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>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$10.9</b>	<b>\$18.3</b>	<b>\$7.4</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>\$10.9</b>	<b>\$18.3</b>	<b>\$7.4</b>
<b>Sub-total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$237.1</b>	<b>\$250.7</b>	<b>\$13.6</b>	<b>\$42.8</b>	<b>\$49.8</b>	<b>\$7.0</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>\$69.5</b>	<b>\$72.4</b>	<b>\$2.9</b>	<b>\$349.4</b>	<b>\$372.9</b>	<b>\$23.4</b>
City Subsidy to MTA Bus	-	-	-	-	-	-	-	-	-	\$30.0	18.5	(11.5)	-	-	-	30.0	18.5	(11.5)
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$237.1</b>	<b>\$250.7</b>	<b>\$13.6</b>	<b>\$42.8</b>	<b>\$49.8</b>	<b>\$7.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$30.0</b>	<b>\$18.5</b>	<b>(\$11.5)</b>	<b>\$69.5</b>	<b>\$72.4</b>	<b>\$2.9</b>	<b>\$379.4</b>	<b>\$391.4</b>	<b>\$11.9</b>
<b>Inter-Agency Subsidy Transactions</b>																		
B&T Operating Surplus Transfer	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
	<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>\$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>Total Cash Subsidies</b>	<b>\$237.1</b>	<b>\$250.7</b>	<b>\$13.6</b>	<b>\$42.8</b>	<b>\$49.8</b>	<b>\$7.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$30.0</b>	<b>\$18.5</b>	<b>(\$11.5)</b>	<b>\$69.5</b>	<b>\$72.4</b>	<b>\$2.9</b>	<b>\$379.4</b>	<b>\$391.4</b>	<b>\$11.9</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 - 2016 Adopted Budget**  
**Consolidated Subsidy Cash**  
**Explanation of Variances**  
(\$ in millions)

**January 2016**

<b>Cash Subsidies</b>	<b>Variance \$</b>	<b>Variance %</b>	<b>Explanations</b>
MRT <sup>(b)</sup> 1 (Gross)	3.1	11.7%	The variance was above the budget for the month and YTD due to better-than-expected MRT-1 cash receipts.
Urban Tax	15.6	13.8%	Urban Tax receipts were favorable due to stronger-than-expected real estate activity in NYC for the month and YTD.
Westchester County	1.8	>100%	The favorable variance was primarily due to timing of receipt of payment.
Putnam County	0.1	>100%	The favorable variance was primarily due to timing of receipt of payment.
CDOT Subsidies	5.5	50.6%	The favorable variance was primarily due to timing.
City Subsidy to MTA Bus	(11.5)	-38.3%	The unfavorable variance is mostly timing related. Drawdowns are related to the timing of cash obligations for MTA Bus.

**Year-to-Date**

<b>Cash Subsidies</b>	<b>Variance \$</b>	<b>Variance %</b>	<b>Explanations</b>
MRT <sup>(b)</sup> 1 (Gross)	3.1	11.7%	See explanation for the month.
Urban Tax	15.6	13.8%	See explanation for the month.
Westchester County	1.8	>100%	See explanation for the month.
Putnam County	0.1	>100%	See explanation for the month.
CDOT Subsidies	5.5	50.6%	See explanation for the month.
City Subsidy to MTA Bus	(11.5)	-38.3%	See explanation for the month.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2016 Adopted Budget**  
**Total Positions by Function and Agency**  
**January 2016**

Function/Agency	Adopted Budget	Actual	Variance Favorable/ (Unfavorable)
<b>Administration</b>	<b>4,757</b>	<b>4,286</b>	<b>471</b>
NYC Transit	1,465	1,434	31
Long Island Rail Road	498	463	35
Metro-North Railroad	539	468	71
Bridges & Tunnels	87	78	9
Headquarters	1,973	1,699	274
Staten Island Railway	29	25	4
Capital Construction Company	17	14	3
Bus Company	149	105	44
<b>Operations</b>	<b>30,774</b>	<b>30,324</b>	<b>450</b>
NYC Transit	23,107	22,881	226
Long Island Rail Road	2,435	2,365	70
Metro-North Railroad	1,903	1,937	(34)
Bridges & Tunnels	754	544	210
Headquarters	-	-	-
Staten Island Railway	107	107	-
Capital Construction Company	-	-	-
Bus Company	2,468	2,490	(22)
<b>Maintenance</b>	<b>31,144</b>	<b>30,466</b>	<b>678</b>
NYC Transit	21,479	21,102	377
Long Island Rail Road	4,071	3,992	79
Metro-North Railroad	3,915	3,759	156
Bridges & Tunnels	378	347	31
Headquarters	-	-	-
Staten Island Railway	166	153	13
Capital Construction Company	-	-	-
Bus Company	1,135	1,113	22
<b>Engineering/Capital</b>	<b>2,085</b>	<b>1,985</b>	<b>100</b>
NYC Transit	1,358	1,372	(14)
Long Island Rail Road	179	159	20
Metro-North Railroad	117	104	13
Bridges & Tunnels	245	190	55
Headquarters	-	-	-
Staten Island Railway	26	17	9
Capital Construction Company	123	113	10
Bus Company	37	30	7
<b>Public Safety</b>	<b>1,777</b>	<b>1,684</b>	<b>93</b>
NYC Transit	650	618	32
Long Island Rail Road	-	-	-
Metro-North Railroad	-	-	-
Bridges & Tunnels	274	269	5
Headquarters	835	780	55
Staten Island Railway	-	-	-
Capital Construction Company	-	-	-
Bus Company	18	17	1
<b>Total Positions</b>	<b>70,538</b>	<b>68,745</b>	<b>1,793</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2016 Adopted Budget**  
**Total Positions by Function and Agency**  
**January 2016**

Category	Adopted Budget	Actual	Variance Favorable/
<b>Total Positions</b>	<b>70,538</b>	<b>68,745</b>	<b>1,793</b>
NYC Transit	48,059	47,407	652
Long Island Rail Road	7,183	6,979	204
Metro-North Railroad	6,474	6,268	206
Bridges & Tunnels	1,738	1,428	310
Headquarters	2,808	2,479	329
Staten Island Railway	328	302	26
Capital Construction Company	140	127	13
Bus Company	3,807	3,755	52
<b>Non-reimbursable</b>	<b>63,637</b>	<b>62,931</b>	<b>706</b>
NYC Transit	42,970	43,185	(215)
Long Island Rail Road	6,352	6,104	248
Metro-North Railroad	5,921	5,937	(16)
Bridges & Tunnels	1,651	1,341	310
Headquarters	2,674	2,364	310
Staten Island Railway	302	285	17
Capital Construction Company	-	-	-
Bus Company	3,767	3,715	52
<b>Reimbursable</b>	<b>6,900</b>	<b>5,814</b>	<b>1,086</b>
NYC Transit	5,089	4,222	867
Long Island Rail Road	831	875	(44)
Metro-North Railroad	553	331	222
Bridges & Tunnels	87	87	-
Headquarters	134	115	19
Staten Island Railway	26	17	9
Capital Construction Company	140	127	13
Bus Company	40	40	-
<b>Total Full Time</b>	<b>70,319</b>	<b>68,475</b>	<b>1,843</b>
NYC Transit	47,857	47,152	705
Long Island Rail Road	7,183	6,979	204
Metro-North Railroad	6,473	6,267	206
Bridges & Tunnels	1,738	1,428	310
Headquarters	2,808	2,479	329
Staten Island Railway	328	302	26
Capital Construction Company	140	127	13
Bus Company	3,792	3,741	51
<b>Total Full-Time Equivalents</b>	<b>219</b>	<b>270</b>	<b>(51)</b>
NYC Transit	203	255	(52)
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 - 2016 Adopted Budget**  
**Total Positions by Function and Occupational Group**  
**January 2016**

<b>FUNCTION/OCCUPATIONAL GROUP</b>	<b>Adopted Budget</b>	<b>Actual</b>	<b>Variance Favorable/ (Unfavorable)</b>
<b>Administration</b>	<b>4,757</b>	<b>4,286</b>	<b>471</b>
Managers/Supervisors	1,493	1,335	158
Professional, Technical, Clerical	3,115	2,822	293
Operational Hourlies	149	129	20
<b>Operations</b>	<b>30,774</b>	<b>30,324</b>	<b>450</b>
Managers/Supervisors	3,799	3,638	161
Professional, Technical, Clerical	882	840	42
Operational Hourlies	26,094	25,846	248
<b>Maintenance</b>	<b>31,144</b>	<b>30,466</b>	<b>678</b>
Managers/Supervisors	5,456	5,333	124
Professional, Technical, Clerical	1,882	1,781	101
Operational Hourlies	23,806	23,353	453
<b>Engineering/Capital</b>	<b>2,085</b>	<b>1,985</b>	<b>100</b>
Managers/Supervisors	598	558	40
Professional, Technical, Clerical	1,465	1,413	52
Operational Hourlies	22	14	8
<b>Public Safety</b>	<b>1,777</b>	<b>1,684</b>	<b>93</b>
Managers/Supervisors	491	482	9
Professional, Technical, Clerical	155	130	25
Operational Hourlies	1,131	1,072	59
<b>Total Positions</b>	<b>70,538</b>	<b>68,745</b>	<b>1,793</b>
Managers/Supervisors	11,837	11,346	492
Professional, Technical, Clerical	7,500	6,986	513
Operational Hourlies	51,202	50,414	788

(millions)

<u>Current Month Stabilization Fund</u>				<u>Year to Date Stabilization Fund</u>		
	<u>Commuter</u>	<u>Transit</u>		<u>Commuter</u>	<u>Transit</u>	
	<u>(General Fd)</u>	<u>(TA Stab)</u>	<u>Total</u>	<u>(General Fd)</u>	<u>(TA Stab)</u>	<u>Total</u>
From Date:	02/01/16	02/01/16	02/01/16	01/01/16	01/01/16	01/01/16
To Date:	02/29/16	02/29/16	02/29/16	02/29/16	02/29/16	02/29/16
<u>Opening Balance</u>	-\$45.459	\$100.708	\$55.248	\$53.412	\$110.216	\$163.628
<u>RECEIPTS</u>						
Interest Earnings	0.008	0.024	0.031	0.027	0.045	0.072
<u>New York State</u>						
State and regional mass transit taxes - MMTOA	0.000	0.000	0.000	0.000	0.000	0.000
MTTF	7.536	42.703	50.239	15.619	88.505	104.123
Total Dedicated Taxes Received	7.536	42.703	50.239	15.619	88.505	104.123
Less DTF Debt Service	6.382	29.866	36.248	12.827	60.024	72.850
Net Dedicated Taxes for Operations	1.154	12.837	13.990	2.792	28.481	31.273
Payroll Mobility Tax	137.319	241.686	379.005	137.319	274.434	411.753
MTA Aid Trust Taxes	0.000	0.000	0.000	0.000	0.000	0.000
Operating Assistance - 18b	0.000	0.000	0.000	0.000	0.000	0.000
NYC School Fares	0.000	0.000	0.000	0.000	0.000	0.000
NYS School Fares	0.000	0.000	0.000	0.000	0.000	0.000
Additional Mass Transp Operating Assistance	0.000	n/a	0.000	0.000	n/a	0.000
Total - New York State	\$138.473	\$254.523	\$392.995	\$140.111	\$302.915	\$443.026
<u>Local</u>						
Dutchess County						
Operating Assistance - 18b	\$0.000	n/a	\$0.000	\$0.000	n/a	\$0.000
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Nassau County						
Operating Assistance - 18b	0.000	n/a	0.000	0.000	n/a	0.000
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	44.748	44.748	n/a	173.544	173.544
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	0.000	n/a	0.000
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Putnam County						
Operating Assistance - 18b	0.000	n/a	0.000	0.095	n/a	0.095
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Rockland County						
Operating Assistance - 18b	0.007	n/a	0.007	0.007	n/a	0.007
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	0.000	n/a	0.000
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Westchester County						
Operating Assistance - 18b	0.000	n/a	0.000	1.836	n/a	1.836
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Total - Local	\$0.007	\$44.748	\$44.756	\$1.938	\$173.544	\$175.481

(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:	02/01/16	02/01/16	02/01/16	01/01/16	01/01/16	01/01/16
To Date:	02/29/16	02/29/16	02/29/16	02/29/16	02/29/16	02/29/16
<b><u>MTA Bridges and Tunnels- Surplus Transfers</u></b>	56.312	37.022	93.334	56.312	37.022	93.334
Total Subsidy and Other Receipts	\$194.792	\$336.293	\$531.085	\$198.361	\$513.481	\$711.842
<b><u>MTA Sources for Interagency Loans</u></b>						
Retro Payment Reserve - Fund#1302	\$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>\$194.800</b>	<b>\$336.316</b>	<b>\$531.116</b>	<b>\$198.388</b>	<b>\$513.526</b>	<b>\$711.914</b>

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Continued on Next Page



(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:	02/01/16	02/01/16	02/01/16	01/01/16	01/01/16	01/01/16
To Date:	02/29/16	02/29/16	02/29/16	02/29/16	02/29/16	02/29/16
<b><u>Brought forward from prior page</u></b>						
Opening Balance	-\$45.459	\$100.708	\$55.248	\$53.412	\$110.216	\$163.628
Total Receipts and Loans Received	194.800	336.316	531.116	198.388	513.526	711.914
Total Cash and Receipts Available	\$149.340	\$437.024	\$586.364	\$251.800	\$623.742	\$875.541
<b><u>DISBURSEMENTS</u></b>						
<b><u>Revenue Supported Debt Service</u></b>	41.812	67.846	109.658	86.800	140.662	227.462
<b><u>Agency Operations</u></b>						
MTA Long Island Railroad	59.568	0.000	59.568	109.831	0.000	109.831
MTA Metro-North Rail Road	21.352	0.000	21.352	28.560	0.000	28.560
MTA New York City Transit	0.000	267.639	267.639	0.000	380.387	380.387
MTA NYCT for SIRTOA	0.000	0.000	0.000	0.000	1.153	1.153
MTA Bond Admin Cost	1.088	1.654	2.742	1.088	1.654	2.742
MNR Repayment of 525 North Broadway loan	0.000	0.000	0.000	0.000	0.000	0.000
Forward Energy Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Capital Security Account	0.000	0.000	0.000	0.000	0.000	0.000
Total Debt Service and Operations	\$123.820	\$337.139	\$460.959	\$226.280	\$523.856	\$750.136
<b><u>Repayment of Interagency Loans</u></b>						
Payback - Trans Non-bond - Fd#1028	0.000	0.000	0.000	0.000	0.000	0.000
Transfer to Fund 1030 (NYCTA Op Fund)	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	\$123.820	\$337.139	\$460.959	\$226.280	\$523.856	\$750.136
<b><u>STABILIZATION FUND BALANCE</u></b>	\$25.520	\$99.885	\$125.406	\$25.520	\$99.885	\$125.406
<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	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
	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b><u>End of Month NYCT Operating Fund borrowing from MTA Invest Pool not included in Ending Loan Balances above</u></b>	n/a	-\$81.498	-\$81.498	n/a	-\$81.498	-\$81.498
<b><u>Total Loan Balances (including negative Operating and Stabilization Fund Balances)</u></b>				-\$25.520	-\$81.498	-\$107.018

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**FAREBOX RECOVERY AND FAREBOX OPERATING RATIOS**  
**2016 ADOPTED BUDGET AND ACTUALS**  
**JANUARY 2016**

<b>FAREBOX RECOVERY RATIOS</b>		
	<b>2016 <u>Adopted Budget</u></b>	<b>2016 <u>YTD Actual</u></b>
New York City Transit	37.1%	41.6%
Staten Island Railway	9.7%	18.1%
Long Island Rail Road	31.4%	30.9%
Metro-North Railroad	40.1%	38.2%
Bus Company	<u>27.0%</u>	<u>25.2%</u>
<b>MTA Agency Average</b>	<b>36.0%</b>	<b>38.7%</b>

<b>FAREBOX OPERATING RATIOS</b>		
	<b>2016 <u>Adopted Budget</u></b>	<b>2016 <u>YTD Actual</u></b>
New York City Transit	59.9%	60.4%
Staten Island Railway	12.8%	29.2%
Long Island Rail Road	46.4%	46.8%
Metro-North Railroad	57.5%	57.6%
Bus Company	<u>34.0%</u>	<u>32.6%</u>
<b>MTA Agency Average</b>	<b>56.5%</b>	<b>56.4%</b>

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

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

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



**Metropolitan Transportation Authority**

State of New York

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

## Report on Revenue Passengers and Vehicles Ridership Data Thru January, 2016

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**

<b>Metropolitan Transportation Authority</b>				<b>January</b>	
<b>Revenue Passengers</b>	<b>2014</b>	<b>2015</b>	<b>Percent Change</b>	<b>2016</b>	<b>Percent Change</b>
<b>MTA New York City Transit</b>	188,182,009	183,767,097	-2.35%	185,447,932	0.91%
MTA New York City Subway	137,147,363	133,814,801	-2.43%	136,398,047	1.93%
MTA New York City Bus	51,034,646	49,952,296	-2.12%	49,049,885	-1.81%
<b>MTA Staten Island Railway</b>	357,221	336,800	-5.72%	363,383	7.89%
<b>MTA Long Island Rail Road</b>	6,565,428	6,362,309	-3.09%	6,483,006	1.90%
<b>MTA Metro-North Railroad</b>	6,526,250	6,304,068	-3.40%	6,467,315	2.59%
<b>East of Hudson</b>	6,398,208	6,173,389	-3.51%	6,340,920	2.71%
Harlem Line	2,136,239	2,040,760	-4.47%	2,098,696	2.84%
Hudson Line	1,230,001	1,185,529	-3.62%	1,216,365	2.60%
New Haven Line	3,031,968	2,947,100	-2.80%	3,025,859	2.67%
<b>West of Hudson</b>	128,042	130,679	2.06%	126,395	-3.28%
Port Jervis Line	77,576	77,335	-0.31%	73,708	-4.69%
Pascack Valley Line	50,466	53,344	5.70%	52,687	-1.23%
<b>MTA Bus Company</b>	9,436,030	9,498,182	0.66%	9,464,783	-0.35%
<b>MTA Bridges &amp; Tunnels</b>	20,747,317	20,983,289	1.14%	22,225,612	5.92%
<b>Total All Agencies</b>	<b>211,066,938</b>	<b>206,268,455</b>	<b>-2.27%</b>	<b>208,226,419</b>	<b>0.95%</b>
(Excludes Bridges & Tunnels)					
Weekdays:	21	20		19	
Holidays:	2	2		2	
Weekend Days:	8	9		10	
Days	31	31		31	

Thursday, March 10, 2016

Metropolitan Transportation Authority				January	
Revenue Passengers Year to Date	2014	2015	Percent Change	2016	Percent Change
<b>MTA New York City Transit</b>	188,182,009	183,767,097	-2.35%	185,447,932	0.91%
MTA New York City Subway	137,147,363	133,814,801	-2.43%	136,398,047	1.93%
MTA New York City Bus	51,034,646	49,952,296	-2.12%	49,049,885	-1.81%
<b>MTA Staten Island Railway</b>	357,221	336,800	-5.72%	363,383	7.89%
<b>MTA Long Island Rail Road</b>	6,565,428	6,362,309	-3.09%	6,483,006	1.90%
<b>MTA Metro-North Railroad</b>	6,526,250	6,304,068	-3.40%	6,467,315	2.59%
<i><b>East of Hudson</b></i>	6,398,208	6,173,389	-3.51%	6,340,920	2.71%
Harlem Line	2,136,239	2,040,760	-4.47%	2,098,696	2.84%
Hudson Line	1,230,001	1,185,529	-3.62%	1,216,365	2.60%
New Haven Line	3,031,968	2,947,100	-2.80%	3,025,859	2.67%
<i><b>West of Hudson</b></i>	128,042	130,679	2.06%	126,395	-3.28%
Port Jervis Line	77,576	77,335	-0.31%	73,708	-4.69%
Pascack Valley Line	50,466	53,344	5.70%	52,687	-1.23%
<b>MTA Bus Company</b>	9,436,030	9,498,182	0.66%	9,464,783	-0.35%
<b>MTA Bridges &amp; Tunnels</b>	20,747,317	20,983,289	1.14%	22,225,612	5.92%
<b>Total All Agencies</b>	<b>211,066,938</b>	<b>206,268,455</b>	<b>-2.27%</b>	<b>208,226,419</b>	<b>0.95%</b>
(Excludes Bridges & Tunnels)					
Weekdays:	21	20		19	
Holidays:	2	2		2	
Weekend Days:	8	9		10	
Days	31	31		31	

Thursday, March 10, 2016

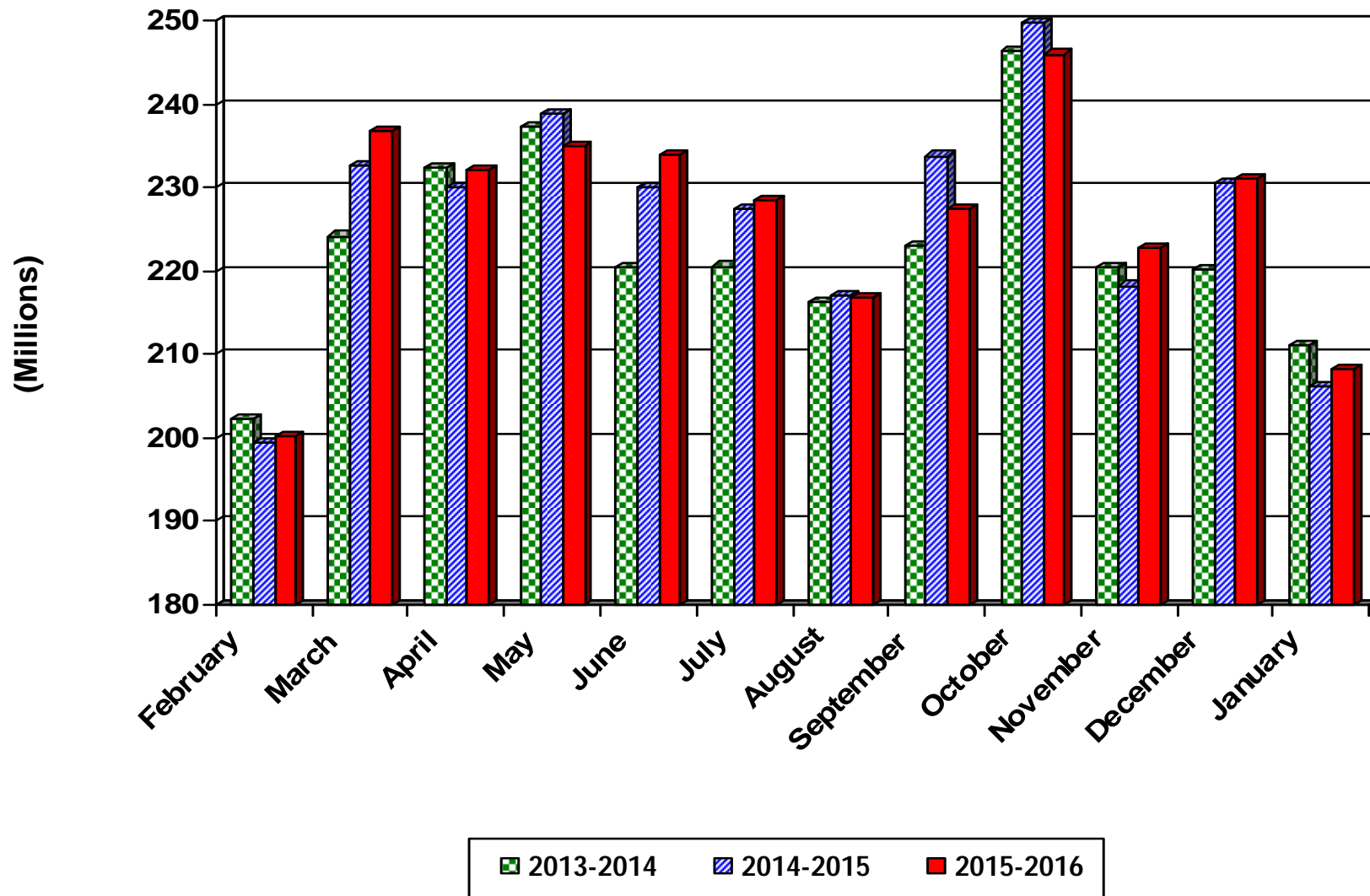
Metropolitan Transportation Authority				January	
Revenue Passengers					
12 Month Averages	2014	2015	Percent Change	2016	Percent Change
MTA New York City Transit	198,352,722	201,160,323	1.42%	201,244,003	0.04%
MTA New York City Subway	142,301,998	145,662,922	2.36%	147,095,722	0.98%
MTA New York City Bus	56,050,724	55,497,402	-0.99%	54,148,281	-2.43%
MTA Staten Island Railway	350,980	362,266	3.22%	377,377	4.17%
MTA Long Island Rail Road	6,943,439	7,138,163	2.80%	7,313,950	2.46%
MTA Metro-North Railroad	6,935,635	7,036,412	1.45%	7,181,784	2.07%
East of Hudson	6,803,409	6,895,858	1.36%	7,036,662	2.04%
Harlem Line	2,241,912	2,252,664	0.48%	2,296,819	1.96%
Hudson Line	1,321,391	1,349,340	2.12%	1,371,290	1.63%
New Haven Line	3,240,107	3,293,854	1.66%	3,368,554	2.27%
West of Hudson	132,226	140,554	6.30%	145,122	3.25%
Port Jervis Line	82,281	84,841	3.11%	86,313	1.73%
Pascack Valley Line	49,945	55,713	11.55%	58,810	5.56%
MTA Bus Company	10,340,007	10,470,282	1.26%	10,447,181	-0.22%
MTA Bridges & Tunnels	23,582,050	23,883,090	1.28%	24,932,481	4.39%
Total All Agencies	222,922,783	226,167,447	1.46%	226,564,295	0.18%
(Excludes Bridges & Tunnels)					
Weekdays:	21	20		19	
Holidays:	2	2		2	
Weekend Days:	8	9		10	
Days	31	31		31	

Thursday, March 10, 2016

<b>Metropolitan Transportation Authority</b>				<b>January</b>	
<b>Average Weekday Passengers</b>	<b>2014</b>	<b>2015</b>	<b>Percent Change</b>	<b>2016</b>	<b>Percent Change</b>
<b>MTA New York City Transit</b>	7,082,303	7,023,925	-0.82%	7,425,850	5.72%
MTA New York City Subway	5,159,344	5,112,634	-0.91%	5,449,663	6.59%
MTA New York City Bus	1,922,959	1,911,291	-0.61%	1,976,187	3.40%
<b>MTA Staten Island Railway</b>	14,995	14,543	-3.02%	16,441	13.06%
<b>MTA Long Island Rail Road</b>	277,061	283,228	2.23%	298,683	5.46%
<b>MTA Metro-North Railroad</b>	268,835	261,367	-2.78%	269,272	3.02%
<b>East of Hudson</b>	262,725	254,821	-3.01%	262,627	3.06%
Harlem Line	88,158	84,941	-3.65%	87,650	3.19%
Hudson Line	50,387	48,922	-2.91%	50,314	2.85%
New Haven Line	124,180	120,958	-2.59%	124,663	3.06%
<b>West of Hudson</b>	6,109	6,546	7.15%	6,645	1.51%
Port Jervis Line	3,703	3,875	4.65%	3,874	-0.03%
Pascack Valley Line	2,406	2,671	10.99%	2,771	3.74%
<b>MTA Bus Company</b>	361,347	370,707	2.59%	387,423	4.51%
<b>MTA Bridges &amp; Tunnels</b>	700,973	709,750	1.25%	790,937	11.44%
<b>Total All Agencies</b>	<b>8,004,540</b>	<b>7,953,770</b>	<b>-0.63%</b>	<b>8,397,669</b>	<b>5.58%</b>
(Excludes Bridges & Tunnels)					
Weekdays:	21	20		19	
Holidays:	2	2		2	
Weekend Days:	8	9		10	
Days	31	31		31	

Thursday, March 10, 2016

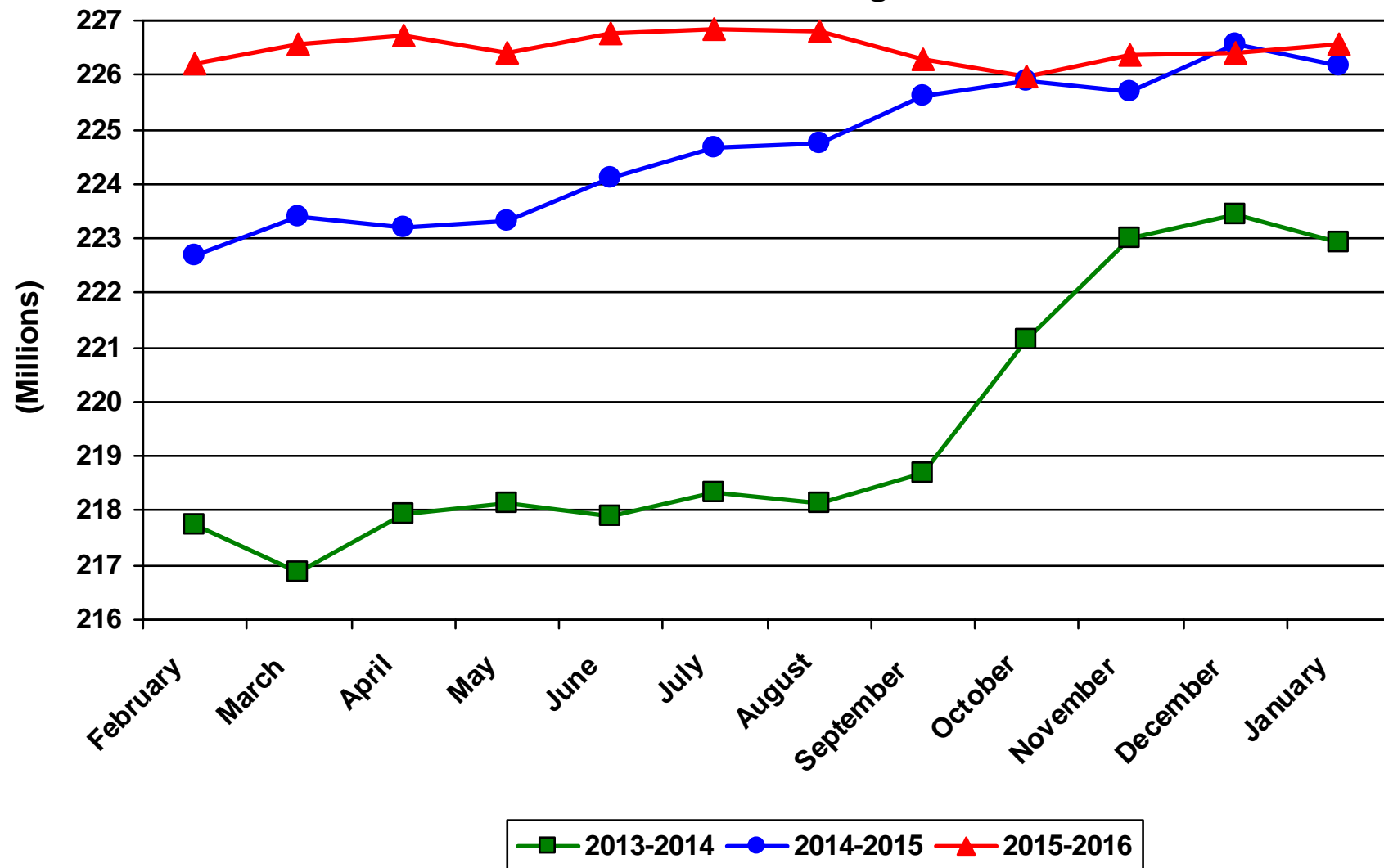
## Metropolitan Transportation Authority Revenue Passengers



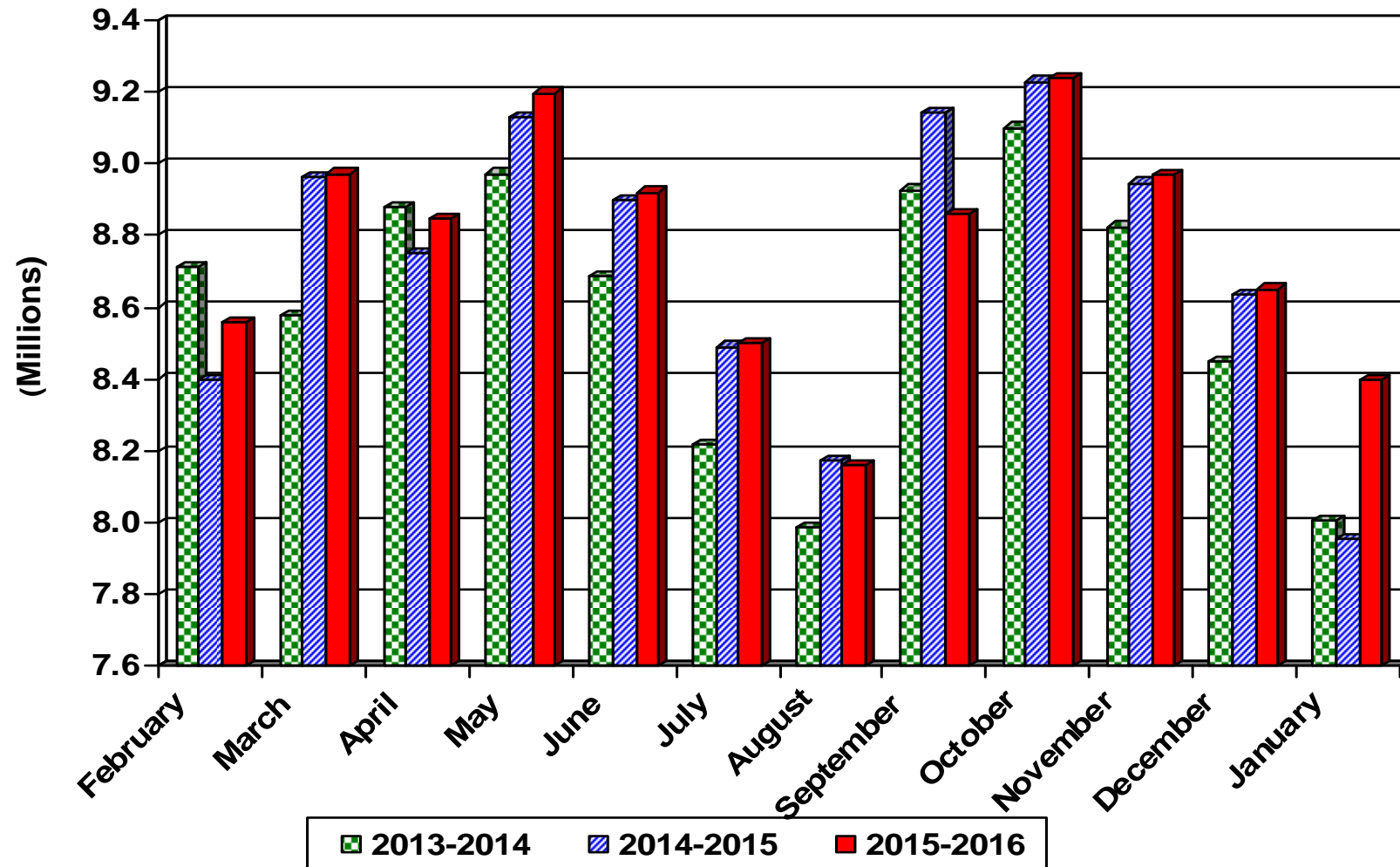


## Metropolitan Transportation Authority Revenue Passengers

### 12 Month Averages



## Metropolitan Transportation Authority Average Weekday Passengers



## Metropolitan Transportation Authority

January

## Metropolitan Transportation Authority

Revenue Passengers					
Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
February	202,336,902	199,451,154	-1.43%	200,136,659	0.34%
March	224,234,827	232,619,587	3.74%	236,828,923	1.81%
April	232,297,024	230,127,706	-0.93%	232,095,483	0.86%
May	237,347,958	238,847,033	0.63%	235,019,006	-1.60%
June	220,490,708	229,971,756	4.30%	233,980,472	1.74%
July	220,562,209	227,358,980	3.08%	228,409,086	0.46%
August	216,372,684	217,065,083	0.32%	216,756,306	-0.14%
September	223,125,464	233,808,873	4.79%	227,525,786	-2.69%
October	246,469,549	249,749,147	1.33%	246,027,442	-1.49%
November	220,519,382	218,236,110	-1.04%	222,702,079	2.05%
December	220,249,751	230,505,478	4.66%	231,063,876	0.24%
January	211,066,938	206,268,455	-2.27%	208,226,419	0.95%
12 Month Ave	222,922,783	226,167,447	1.46%	226,564,295	0.18%
Year-to-Date	211,066,938	206,268,455	-2.27%	208,226,419	0.95%
12 Month Averages					
Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
February	217,721,848	222,682,304	2.28%	226,224,572	1.59%
March	216,877,001	223,381,034	3.00%	226,575,350	1.43%
April	217,935,607	223,200,258	2.42%	226,739,332	1.59%
May	218,119,322	223,325,180	2.39%	226,420,329	1.39%
June	217,898,629	224,115,268	2.85%	226,754,389	1.18%
July	218,339,454	224,681,665	2.90%	226,841,898	0.96%
August	218,125,773	224,739,365	3.03%	226,816,166	0.92%
September	218,679,668	225,629,649	3.18%	226,292,576	0.29%
October	221,154,082	225,902,949	2.15%	225,982,434	0.04%
November	223,004,123	225,712,677	1.21%	226,354,598	0.28%
December	223,421,626	226,567,320	1.41%	226,401,131	-0.07%
January	222,922,783	226,167,447	1.46%	226,564,295	0.18%
Average Weekday Passengers					
Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
February	8,712,340	8,398,198	-3.61%	8,556,045	1.88%
March	8,576,124	8,961,785	4.50%	8,972,642	0.12%
April	8,878,080	8,749,537	-1.45%	8,848,760	1.13%
May	8,972,963	9,129,881	1.75%	9,198,768	0.75%
June	8,688,245	8,900,992	2.45%	8,920,884	0.22%
July	8,216,654	8,489,922	3.33%	8,502,405	0.15%
August	7,987,369	8,172,203	2.31%	8,161,363	-0.13%
September	8,928,275	9,141,834	2.39%	8,859,276	-3.09%
October	9,101,830	9,230,840	1.42%	9,238,929	0.09%
November	8,824,741	8,947,640	1.39%	8,970,657	0.26%
December	8,450,370	8,635,225	2.19%	8,651,329	0.19%
January	8,004,540	7,953,770	-0.63%	8,397,669	5.58%

## MTA New York City Transit

## Revenue Passengers

Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
February	180,355,395	178,057,023	-1.27%	178,598,334	0.30%
March	199,523,012	207,634,529	4.07%	210,843,049	1.55%
April	206,817,977	204,849,373	-0.95%	206,370,025	0.74%
May	211,398,239	212,847,982	0.69%	209,230,157	-1.70%
June	196,048,183	204,157,340	4.14%	207,528,922	1.65%
July	195,519,881	201,455,345	3.04%	202,067,215	0.30%
August	191,741,194	192,219,890	0.25%	191,546,098	-0.35%
September	198,671,419	207,769,829	4.58%	201,668,047	-2.94%
October	219,617,281	222,191,504	1.17%	218,903,424	-1.48%
November	196,664,216	194,418,829	-1.14%	197,975,727	1.83%
December	195,693,862	204,555,139	4.53%	204,749,107	0.09%
<b>January</b>	<b>188,182,009</b>	<b>183,767,097</b>	<b>-2.35%</b>	<b>185,447,932</b>	<b>0.91%</b>
12 Month Ave	198,352,722	201,160,323	1.42%	201,244,003	0.04%
Year-to-Date	188,182,009	183,767,097	-2.35%	185,447,932	0.91%

## 12 Month Averages

Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
February	193,549,121	198,161,191	2.38%	201,205,432	1.54%
March	192,787,652	198,837,151	3.14%	201,472,809	1.33%
April	193,743,787	198,673,101	2.54%	201,599,530	1.47%
May	193,913,647	198,793,913	2.52%	201,298,045	1.26%
June	193,740,790	199,469,676	2.96%	201,579,010	1.06%
July	194,136,965	199,964,298	3.00%	201,629,999	0.83%
August	193,971,658	200,004,189	3.11%	201,573,850	0.78%
September	194,481,295	200,762,390	3.23%	201,065,368	0.15%
October	196,708,338	200,976,908	2.17%	200,791,361	-0.09%
November	198,382,087	200,789,793	1.21%	201,087,770	0.15%
December	198,760,429	201,528,233	1.39%	201,103,934	-0.21%
<b>January</b>	<b>198,352,722</b>	<b>201,160,323</b>	<b>1.42%</b>	<b>201,244,003</b>	<b>0.04%</b>

## Average Weekday Passengers

Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
February	7,720,408	7,448,314	-3.52%	7,594,202	1.96%
March	7,581,779	7,952,858	4.89%	7,952,993	0.00%
April	7,867,227	7,752,530	-1.46%	7,836,222	1.08%
May	7,952,469	8,088,167	1.71%	8,139,590	0.64%
June	7,672,456	7,860,640	2.45%	7,883,012	0.28%
July	7,246,503	7,486,780	3.32%	7,490,656	0.05%
August	7,040,270	7,193,127	2.17%	7,177,366	-0.22%
September	7,900,537	8,081,709	2.29%	7,814,868	-3.30%
October	8,074,957	8,177,035	1.26%	8,180,299	0.04%
November	7,802,540	7,892,538	1.15%	7,914,613	0.28%
December	7,464,105	7,623,337	2.13%	7,630,448	0.09%
<b>January</b>	<b>7,082,303</b>	<b>7,023,925</b>	<b>-0.82%</b>	<b>7,425,850</b>	<b>5.72%</b>

## MTA New York City Subway

## Revenue Passengers

Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
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%	150,372,555	1.67%
May	150,755,402	152,868,196	1.40%	151,579,782	-0.84%
June	141,227,567	147,939,131	4.75%	152,192,133	2.87%
July	140,822,610	146,505,849	4.04%	148,437,225	1.32%
August	138,560,862	139,868,371	0.94%	140,064,643	0.14%
September	141,523,393	149,373,432	5.55%	146,876,344	-1.67%
October	156,433,315	160,120,773	2.36%	159,987,486	-0.08%
November	141,447,579	141,226,971	-0.16%	144,542,523	2.35%
December	142,566,679	150,132,948	5.31%	150,827,541	0.46%
<b>January</b>	<b>137,147,363</b>	<b>133,814,801</b>	<b>-2.43%</b>	<b>136,398,047</b>	<b>1.93%</b>
<b>12 Month Ave</b>	<b>142,301,998</b>	<b>145,662,922</b>	<b>2.36%</b>	<b>147,095,722</b>	<b>0.98%</b>
<b>Year-to-Date</b>	<b>137,147,363</b>	<b>133,814,801</b>	<b>-2.43%</b>	<b>136,398,047</b>	<b>1.93%</b>

## 12 Month Averages

Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
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%	146,341,118	2.30%
May	138,282,007	143,225,179	3.57%	146,233,750	2.10%
June	138,218,777	143,784,476	4.03%	146,588,167	1.95%
July	138,518,289	144,258,080	4.14%	146,749,115	1.73%
August	138,460,564	144,367,039	4.27%	146,765,471	1.66%
September	138,845,743	145,021,209	4.45%	146,557,380	1.06%
October	140,443,564	145,328,497	3.48%	146,546,273	0.84%
November	141,871,752	145,310,113	2.42%	146,822,569	1.04%
December	142,296,309	145,940,635	2.56%	146,880,452	0.64%
<b>January</b>	<b>142,301,998</b>	<b>145,662,922</b>	<b>2.36%</b>	<b>147,095,722</b>	<b>0.98%</b>

## Average Weekday Passengers

Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
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%	5,723,687	2.07%
May	5,664,205	5,815,676	2.67%	5,909,329	1.61%
June	5,536,340	5,700,985	2.97%	5,790,176	1.56%
July	5,240,690	5,466,523	4.31%	5,537,445	1.30%
August	5,116,343	5,260,029	2.81%	5,291,858	0.61%
September	5,627,647	5,812,513	3.28%	5,707,385	-1.81%
October	5,750,807	5,893,267	2.48%	5,975,276	1.39%
November	5,608,862	5,734,440	2.24%	5,781,526	0.82%
December	5,420,212	5,584,168	3.02%	5,616,142	0.57%
<b>January</b>	<b>5,159,344</b>	<b>5,112,634</b>	<b>-0.91%</b>	<b>5,449,663</b>	<b>6.59%</b>

## MTA New York City Bus

## Revenue Passengers

Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
February	52,454,969	48,254,596	-8.01%	47,821,726	-0.90%
March	57,197,015	59,239,682	3.57%	57,749,271	-2.52%
April	59,905,187	56,942,060	-4.95%	55,997,469	-1.66%
May	60,642,837	59,979,786	-1.09%	57,650,375	-3.88%
June	54,820,616	56,218,209	2.55%	55,336,789	-1.57%
July	54,697,271	54,949,495	0.46%	53,629,990	-2.40%
August	53,180,332	52,351,519	-1.56%	51,481,455	-1.66%
September	57,148,026	58,396,397	2.18%	54,791,703	-6.17%
October	63,183,966	62,070,731	-1.76%	58,915,938	-5.08%
November	55,216,637	53,191,858	-3.67%	53,433,204	0.45%
December	53,127,183	54,422,191	2.44%	53,921,566	-0.92%
<b>January</b>	<b>51,034,646</b>	<b>49,952,296</b>	<b>-2.12%</b>	<b>49,049,885</b>	<b>-1.81%</b>
12 Month Ave	56,050,724	55,497,402	-0.99%	54,148,281	-2.43%
Year-to-Date	51,034,646	49,952,296	-2.12%	49,049,885	-1.81%

## 12 Month Averages

Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
February	55,685,130	55,700,693	0.03%	55,461,329	-0.43%
March	55,346,590	55,870,915	0.95%	55,337,128	-0.96%
April	55,650,023	55,623,988	-0.05%	55,258,412	-0.66%
May	55,631,640	55,568,734	-0.11%	55,064,295	-0.91%
June	55,522,013	55,685,200	0.29%	54,990,843	-1.25%
July	55,618,676	55,706,218	0.16%	54,880,884	-1.48%
August	55,511,094	55,637,150	0.23%	54,808,379	-1.49%
September	55,635,553	55,741,181	0.19%	54,507,988	-2.21%
October	56,264,774	55,648,412	-1.10%	54,245,089	-2.52%
November	56,510,334	55,479,680	-1.82%	54,265,201	-2.19%
December	56,464,119	55,587,597	-1.55%	54,223,482	-2.45%
<b>January</b>	<b>56,050,724</b>	<b>55,497,402</b>	<b>-0.99%</b>	<b>54,148,281</b>	<b>-2.43%</b>

## Average Weekday Passengers

Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
February	2,254,283	2,006,241	-11.00%	2,025,650	0.97%
March	2,165,853	2,261,636	4.42%	2,173,629	-3.89%
April	2,277,564	2,144,827	-5.83%	2,112,535	-1.51%
May	2,288,264	2,272,491	-0.69%	2,230,261	-1.86%
June	2,136,116	2,159,655	1.10%	2,092,836	-3.09%
July	2,005,813	2,020,257	0.72%	1,953,211	-3.32%
August	1,923,927	1,933,097	0.48%	1,885,508	-2.46%
September	2,272,890	2,269,196	-0.16%	2,107,483	-7.13%
October	2,324,150	2,283,768	-1.74%	2,205,022	-3.45%
November	2,193,679	2,158,097	-1.62%	2,133,088	-1.16%
December	2,043,893	2,039,169	-0.23%	2,014,306	-1.22%
<b>January</b>	<b>1,922,959</b>	<b>1,911,291</b>	<b>-0.61%</b>	<b>1,976,187</b>	<b>3.40%</b>

## MTA Bus Company

## Revenue Passengers

Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
February	9,649,044	9,007,308	-6.65%	9,112,713	1.17%
March	10,509,736	10,804,408	2.80%	11,036,594	2.15%
April	11,045,951	10,568,960	-4.32%	10,752,047	1.73%
May	11,257,915	11,192,859	-0.58%	10,954,849	-2.13%
June	10,003,795	10,566,947	5.63%	10,660,010	0.88%
July	10,040,732	10,414,380	3.72%	10,461,178	0.45%
August	9,915,420	10,055,633	1.41%	10,113,391	0.57%
September	10,509,491	11,134,458	5.95%	10,627,657	-4.55%
October	11,612,978	11,810,454	1.70%	11,333,752	-4.04%
November	10,156,366	10,098,386	-0.57%	10,324,241	2.24%
December	9,942,627	10,491,414	5.52%	10,524,956	0.32%
<b>January</b>	<b>9,436,030</b>	<b>9,498,182</b>	<b>0.66%</b>	<b>9,464,783</b>	<b>-0.35%</b>
<b>12 Month Ave</b>	<b>10,340,007</b>	<b>10,470,282</b>	<b>1.26%</b>	<b>10,447,181</b>	<b>-0.22%</b>
<b>Year-to-Date</b>	<b>9,436,030</b>	<b>9,498,182</b>	<b>0.66%</b>	<b>9,464,783</b>	<b>-0.35%</b>

## 12 Month Averages

Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
February	10,117,282	10,286,529	1.67%	10,479,066	1.87%
March	10,072,316	10,311,085	2.37%	10,498,415	1.82%
April	10,154,949	10,271,336	1.15%	10,513,672	2.36%
May	10,179,955	10,265,915	0.84%	10,493,838	2.22%
June	10,170,029	10,312,844	1.40%	10,501,593	1.83%
July	10,200,588	10,343,981	1.41%	10,505,493	1.56%
August	10,191,220	10,355,666	1.61%	10,510,306	1.49%
September	10,227,934	10,407,746	1.76%	10,468,073	0.58%
October	10,355,557	10,424,203	0.66%	10,428,348	0.04%
November	10,408,546	10,419,371	0.10%	10,447,169	0.27%
December	10,412,599	10,465,103	0.50%	10,449,964	-0.14%
<b>January</b>	<b>10,340,007</b>	<b>10,470,282</b>	<b>1.26%</b>	<b>10,447,181</b>	<b>-0.22%</b>

## Average Weekday Passengers

Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
February	424,297	381,461	-10.10%	393,191	3.08%
March	408,385	421,636	3.24%	423,737	0.50%
April	427,969	404,704	-5.44%	413,022	2.06%
May	432,244	432,168	-0.02%	433,656	0.34%
June	398,327	412,766	3.62%	408,956	-0.92%
July	375,087	389,844	3.93%	387,040	-0.72%
August	366,042	379,207	3.60%	376,831	-0.63%
September	425,744	439,524	3.24%	415,874	-5.38%
October	433,829	442,183	1.93%	430,760	-2.58%
November	410,328	420,197	2.41%	418,413	-0.42%
December	388,825	399,293	2.69%	398,969	-0.08%
<b>January</b>	<b>361,347</b>	<b>370,707</b>	<b>2.59%</b>	<b>387,423</b>	<b>4.51%</b>

## Metropolitan Transportation Authority

January

## MTA Staten Island Railway

Revenue Passengers					
Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
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%	376,535	4.43%
May	381,077	385,989	1.29%	390,089	1.06%
June	348,493	378,355	8.57%	406,750	7.50%
July	300,308	342,895	14.18%	359,630	4.88%
August	309,082	311,243	0.70%	331,564	6.53%
September	367,724	391,276	6.40%	386,275	-1.28%
October	425,014	430,201	1.22%	435,865	1.32%
November	351,758	351,734	-0.01%	376,346	7.00%
December	347,265	369,585	6.43%	397,292	7.50%
January	357,221	336,800	-5.72%	363,383	7.89%
12 Month Ave	350,980	362,266	3.22%	377,377	4.17%
Year-to-Date	357,221	336,800	-5.72%	363,383	7.89%
12 Month Averages					
Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
February	364,515	350,928	-3.73%	361,963	3.14%
March	358,466	353,474	-1.39%	363,621	2.87%
April	358,493	353,088	-1.51%	364,950	3.36%
May	356,080	353,498	-0.73%	365,292	3.34%
June	352,773	355,986	0.91%	367,658	3.28%
July	350,423	359,535	2.60%	369,053	2.65%
August	346,841	359,715	3.71%	370,746	3.07%
September	345,834	361,678	4.58%	370,330	2.39%
October	347,784	362,110	4.12%	370,802	2.40%
November	349,719	362,108	3.54%	372,853	2.97%
December	351,714	363,968	3.48%	375,161	3.08%
January	350,980	362,266	3.22%	377,377	4.17%
Average Weekday Passengers					
Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
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%	15,604	4.36%
May	15,784	16,310	3.33%	17,077	4.70%
June	15,289	16,110	5.37%	16,876	4.75%
July	12,713	13,854	8.97%	14,458	4.36%
August	12,370	12,742	3.01%	13,653	7.15%
September	16,402	16,792	2.38%	16,818	0.15%
October	17,025	17,290	1.56%	18,135	4.89%
November	16,011	16,296	1.77%	17,361	6.54%
December	14,815	15,248	2.92%	16,372	7.37%
January	14,995	14,543	-3.02%	16,441	13.06%



<b>Metropolitan Transportation Authority</b>	<b>January</b>
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**MTA Long Island Rail Road**

<b>Revenue Passengers</b>					
<b>Service Month</b>	<b>2013-2014</b>	<b>2014-2015</b>	<b>Percentage Change</b>	<b>2015-2016</b>	<b>Percentage Change</b>
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%
May	7,112,429	7,250,532	1.94%	7,262,655	0.17%
June	6,994,737	7,509,011	7.35%	7,777,803	3.58%
July	7,401,120	7,626,108	3.04%	7,873,688	3.25%
August	7,274,722	7,399,382	1.71%	7,563,444	2.22%
September	6,790,701	7,297,453	7.46%	7,491,598	2.66%
October	7,431,994	7,663,987	3.12%	7,686,741	0.30%
November	6,666,796	6,681,433	0.22%	7,027,591	5.18%
December	7,203,125	7,587,185	5.33%	7,760,262	2.28%
<b>January</b>	<b>6,565,428</b>	<b>6,362,309</b>	<b>-3.09%</b>	<b>6,483,006</b>	<b>1.90%</b>
<b>12 Month Ave</b>	<b>6,943,439</b>	<b>7,138,163</b>	<b>2.80%</b>	<b>7,313,950</b>	<b>2.46%</b>
<b>Year-to-Date</b>	<b>6,565,428</b>	<b>6,362,309</b>	<b>-3.09%</b>	<b>6,483,006</b>	<b>1.90%</b>

<b>12 Month Averages</b>					
<b>Service Month</b>	<b>2013-2014</b>	<b>2014-2015</b>	<b>Percentage Change</b>	<b>2015-2016</b>	<b>Percentage Change</b>
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%
May	6,786,393	6,988,309	2.98%	7,185,845	2.83%
June	6,766,327	7,031,165	3.91%	7,208,244	2.52%
July	6,775,613	7,049,914	4.05%	7,228,875	2.54%
August	6,758,262	7,060,303	4.47%	7,242,547	2.58%
September	6,764,217	7,102,532	5.00%	7,258,726	2.20%
October	6,831,719	7,121,865	4.25%	7,260,622	1.95%
November	6,920,002	7,123,085	2.93%	7,289,469	2.34%
December	6,948,675	7,155,090	2.97%	7,303,892	2.08%
<b>January</b>	<b>6,943,439</b>	<b>7,138,163</b>	<b>2.80%</b>	<b>7,313,950</b>	<b>2.46%</b>

<b>Average Weekday Passengers</b>					
<b>Service Month</b>	<b>2013-2014</b>	<b>2014-2015</b>	<b>Percentage Change</b>	<b>2015-2016</b>	<b>Percentage Change</b>
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%
May	286,442	302,178	5.49%	314,372	4.04%
June	302,486	308,600	2.02%	310,718	0.69%
July	293,335	302,669	3.18%	312,440	3.23%
August	288,390	302,316	4.83%	308,139	1.93%
September	296,361	305,806	3.19%	313,050	2.37%
October	289,647	298,040	2.90%	309,872	3.97%
November	304,762	318,659	4.56%	319,904	0.39%
December	296,888	301,964	1.71%	309,372	2.45%
<b>January</b>	<b>277,061</b>	<b>283,228</b>	<b>2.23%</b>	<b>298,683</b>	<b>5.46%</b>

## MTA Metro-North Railroad

Revenue Passengers					
Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
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%	7,283,033	1.73%
May	7,198,299	7,169,671	-0.40%	7,181,256	0.16%
June	7,095,500	7,360,103	3.73%	7,606,986	3.35%
July	7,300,168	7,520,253	3.01%	7,647,375	1.69%
August	7,132,265	7,078,935	-0.75%	7,201,809	1.74%
September	6,786,130	7,215,858	6.33%	7,352,209	1.89%
October	7,382,282	7,653,001	3.67%	7,667,660	0.19%
November	6,680,246	6,685,728	0.08%	6,998,173	4.67%
December	7,062,872	7,502,155	6.22%	7,632,258	1.73%
<b>January</b>	<b>6,526,250</b>	<b>6,304,068</b>	<b>-3.40%</b>	<b>6,467,315</b>	<b>2.59%</b>
<b>12 Month Ave</b>	<b>6,935,635</b>	<b>7,036,412</b>	<b>1.45%</b>	<b>7,181,784</b>	<b>2.07%</b>
<b>Year-to-Date</b>	<b>6,526,250</b>	<b>6,304,068</b>	<b>-3.40%</b>	<b>6,467,315</b>	<b>2.59%</b>
12 Month Averages					
Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
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%
May	6,883,247	6,923,546	0.59%	7,077,310	2.22%
June	6,868,710	6,945,597	1.12%	7,097,884	2.19%
July	6,875,866	6,963,937	1.28%	7,108,477	2.08%
August	6,857,792	6,959,493	1.48%	7,118,717	2.29%
September	6,860,388	6,995,304	1.97%	7,130,079	1.93%
October	6,910,684	7,017,863	1.55%	7,131,301	1.62%
November	6,943,771	7,018,320	1.07%	7,157,338	1.98%
December	6,948,209	7,054,927	1.54%	7,168,180	1.61%
<b>January</b>	<b>6,935,635</b>	<b>7,036,412</b>	<b>1.45%</b>	<b>7,181,784</b>	<b>2.07%</b>
Average Weekday Passengers					
Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
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%
May	286,024	291,057	1.76%	294,073	1.04%
June	299,687	302,876	1.06%	301,323	-0.51%
July	289,015	296,775	2.69%	297,811	0.35%
August	280,298	284,812	1.61%	285,374	0.20%
September	289,232	298,002	3.03%	298,666	0.22%
October	286,372	296,293	3.46%	299,864	1.21%
November	291,100	299,951	3.04%	300,366	0.14%
December	285,736	295,383	3.38%	296,167	0.27%
<b>January</b>	<b>268,835</b>	<b>261,367</b>	<b>-2.78%</b>	<b>269,272</b>	<b>3.02%</b>

## East of Hudson

## Revenue Passengers

Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
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%	7,134,749	1.65%
May	7,061,066	7,028,443	-0.46%	7,038,334	0.14%
June	6,959,429	7,213,680	3.65%	7,450,980	3.29%
July	7,156,528	7,366,433	2.93%	7,490,170	1.68%
August	6,995,610	6,935,605	-0.86%	7,054,321	1.71%
September	6,659,062	7,072,104	6.20%	7,202,664	1.85%
October	7,241,822	7,499,635	3.56%	7,513,131	0.18%
November	6,556,763	6,555,045	-0.03%	6,859,735	4.65%
December	6,927,541	7,356,438	6.19%	7,486,228	1.76%
<b>January</b>	<b>6,398,208</b>	<b>6,173,389</b>	<b>-3.51%</b>	<b>6,340,920</b>	<b>2.71%</b>
<b>12 Month Ave</b>	<b>6,803,409</b>	<b>6,895,858</b>	<b>1.36%</b>	<b>7,036,662</b>	<b>2.04%</b>
<b>Year-to-Date</b>	<b>6,398,208</b>	<b>6,173,389</b>	<b>-3.51%</b>	<b>6,340,920</b>	<b>2.71%</b>

## 12 Month Averages

Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
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%
May	6,754,425	6,789,411	0.52%	6,934,510	2.14%
June	6,740,951	6,810,598	1.03%	6,954,285	2.11%
July	6,748,747	6,828,091	1.18%	6,964,597	2.00%
August	6,732,336	6,823,090	1.35%	6,974,490	2.22%
September	6,735,742	6,857,510	1.81%	6,985,370	1.86%
October	6,785,901	6,878,995	1.37%	6,986,494	1.56%
November	6,814,649	6,878,852	0.94%	7,011,885	1.93%
December	6,816,857	6,914,593	1.43%	7,022,701	1.56%
<b>January</b>	<b>6,803,409</b>	<b>6,895,858</b>	<b>1.36%</b>	<b>7,036,662</b>	<b>2.04%</b>

## Average Weekday Passengers

Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
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%
May	279,778	284,329	1.63%	286,935	0.92%
June	292,904	295,913	1.03%	294,228	-0.57%
July	282,473	289,768	2.58%	290,649	0.30%
August	274,082	277,998	1.43%	278,362	0.13%
September	282,886	291,153	2.92%	291,542	0.13%
October	280,254	289,611	3.34%	292,836	1.11%
November	284,607	292,710	2.85%	293,087	0.13%
December	279,287	288,744	3.39%	289,518	0.27%
<b>January</b>	<b>262,725</b>	<b>254,821</b>	<b>-3.01%</b>	<b>262,627</b>	<b>3.06%</b>

## Metropolitan Transportation Authority

January

## Harlem Line

Revenue Passengers					
Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
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%
May	2,326,618	2,295,131	-1.35%	2,288,972	-0.27%
June	2,244,617	2,337,339	4.13%	2,416,982	3.41%
July	2,330,442	2,363,438	1.42%	2,406,276	1.81%
August	2,234,767	2,206,725	-1.25%	2,252,057	2.05%
September	2,201,297	2,298,402	4.41%	2,346,955	2.11%
October	2,436,355	2,465,785	1.21%	2,472,035	0.25%
November	2,160,739	2,138,624	-1.02%	2,239,569	4.72%
December	2,303,474	2,398,294	4.12%	2,442,546	1.85%
<b>January</b>	<b>2,136,239</b>	<b>2,040,760</b>	<b>-4.47%</b>	<b>2,098,696</b>	<b>2.84%</b>
<b>12 Month Ave</b>	<b>2,241,912</b>	<b>2,252,664</b>	<b>0.48%</b>	<b>2,296,819</b>	<b>1.96%</b>
<b>Year-to-Date</b>	<b>2,136,239</b>	<b>2,040,760</b>	<b>-4.47%</b>	<b>2,098,696</b>	<b>2.84%</b>
12 Month Averages					
Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
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%
May	2,217,299	2,235,878	0.84%	2,261,340	1.14%
June	2,211,163	2,243,604	1.47%	2,267,976	1.09%
July	2,215,865	2,246,354	1.38%	2,271,546	1.12%
August	2,209,433	2,244,017	1.57%	2,275,324	1.40%
September	2,212,700	2,252,109	1.78%	2,279,370	1.21%
October	2,234,034	2,254,562	0.92%	2,279,891	1.12%
November	2,241,707	2,252,719	0.49%	2,288,303	1.58%
December	2,245,806	2,260,621	0.66%	2,291,991	1.39%
<b>January</b>	<b>2,241,912</b>	<b>2,252,664</b>	<b>0.48%</b>	<b>2,296,819</b>	<b>1.96%</b>
Average Weekday Passengers					
Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
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%
May	92,633	93,578	1.02%	94,368	0.84%
June	95,281	96,687	1.47%	96,266	-0.44%
July	92,508	93,783	1.38%	94,386	0.64%
August	88,214	89,396	1.34%	89,923	0.59%
September	93,887	95,338	1.55%	95,719	0.40%
October	94,635	95,720	1.15%	97,017	1.35%
November	94,617	96,470	1.96%	96,730	0.27%
December	93,600	94,891	1.38%	95,346	0.48%
<b>January</b>	<b>88,158</b>	<b>84,941</b>	<b>-3.65%</b>	<b>87,650</b>	<b>3.19%</b>

## Hudson Line

Revenue Passengers					
Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
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%	1,397,902	0.96%
May	1,396,805	1,381,606	-1.09%	1,381,366	-0.02%
June	1,370,358	1,422,392	3.80%	1,448,469	1.83%
July	1,344,284	1,454,534	8.20%	1,464,154	0.66%
August	1,373,141	1,381,075	0.58%	1,397,488	1.19%
September	1,335,036	1,402,529	5.06%	1,420,180	1.26%
October	1,447,870	1,465,645	1.23%	1,468,000	0.16%
November	1,280,951	1,271,965	-0.70%	1,317,990	3.62%
December	1,255,542	1,419,350	13.05%	1,438,103	1.32%
<b>January</b>	<b>1,230,001</b>	<b>1,185,529</b>	<b>-3.62%</b>	<b>1,216,365</b>	<b>2.60%</b>
<b>12 Month Ave</b>	<b>1,321,391</b>	<b>1,349,340</b>	<b>2.12%</b>	<b>1,371,290</b>	<b>1.63%</b>
<b>Year-to-Date</b>	<b>1,230,001</b>	<b>1,185,529</b>	<b>-3.62%</b>	<b>1,216,365</b>	<b>2.60%</b>

12 Month Averages					
Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
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%
May	1,317,972	1,318,854	0.07%	1,357,312	2.92%
June	1,316,000	1,323,190	0.55%	1,359,485	2.74%
July	1,311,263	1,332,378	1.61%	1,360,287	2.09%
August	1,306,272	1,333,039	2.05%	1,361,655	2.15%
September	1,309,113	1,338,663	2.26%	1,363,126	1.83%
October	1,321,075	1,340,144	1.44%	1,363,322	1.73%
November	1,328,644	1,339,396	0.81%	1,367,157	2.07%
December	1,323,130	1,353,046	2.26%	1,368,720	1.16%
<b>January</b>	<b>1,321,391</b>	<b>1,349,340</b>	<b>2.12%</b>	<b>1,371,290</b>	<b>1.63%</b>

Average Weekday Passengers					
Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
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%
May	55,108	55,684	1.05%	56,057	0.67%
June	57,371	58,063	1.21%	56,988	-1.85%
July	53,128	56,978	7.25%	56,554	-0.74%
August	53,645	55,092	2.70%	54,834	-0.47%
September	56,228	57,423	2.13%	57,125	-0.52%
October	55,821	56,450	1.13%	56,955	0.89%
November	55,544	56,666	2.02%	56,152	-0.91%
December	50,648	55,712	10.00%	55,642	-0.12%
<b>January</b>	<b>50,387</b>	<b>48,922</b>	<b>-2.91%</b>	<b>50,314</b>	<b>2.85%</b>

## New Haven Line

Revenue Passengers					
Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
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%
May	3,337,643	3,351,706	0.42%	3,367,996	0.49%
June	3,344,454	3,453,949	3.27%	3,585,529	3.81%
July	3,481,802	3,548,461	1.91%	3,619,740	2.01%
August	3,387,702	3,347,805	-1.18%	3,404,776	1.70%
September	3,122,729	3,371,173	7.96%	3,435,529	1.91%
October	3,357,597	3,568,205	6.27%	3,573,096	0.14%
November	3,115,073	3,144,456	0.94%	3,302,176	5.02%
December	3,368,525	3,538,794	5.05%	3,605,579	1.89%
<b>January</b>	<b>3,031,968</b>	<b>2,947,100</b>	<b>-2.80%</b>	<b>3,025,859</b>	<b>2.67%</b>
12 Month Ave	3,240,107	3,293,854	1.66%	3,368,554	2.27%
Year-to-Date	3,031,968	2,947,100	-2.80%	3,025,859	2.67%
12 Month Averages					
Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
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%
May	3,219,154	3,234,679	0.48%	3,315,859	2.51%
June	3,213,788	3,243,804	0.93%	3,326,824	2.56%
July	3,221,619	3,249,359	0.86%	3,332,763	2.57%
August	3,216,631	3,246,034	0.91%	3,337,511	2.82%
September	3,213,929	3,266,738	1.64%	3,342,874	2.33%
October	3,230,793	3,284,288	1.66%	3,343,282	1.80%
November	3,244,299	3,286,737	1.31%	3,356,425	2.12%
December	3,247,921	3,300,926	1.63%	3,361,990	1.85%
<b>January</b>	<b>3,240,107</b>	<b>3,293,854</b>	<b>1.66%</b>	<b>3,368,554</b>	<b>2.27%</b>
Average Weekday Passengers					
Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
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%
May	132,037	135,067	2.29%	136,510	1.07%
June	140,251	141,163	0.65%	140,974	-0.13%
July	136,836	139,007	1.59%	139,710	0.51%
August	132,224	133,509	0.97%	133,604	0.07%
September	132,771	138,392	4.23%	138,697	0.22%
October	129,799	137,441	5.89%	138,865	1.04%
November	134,447	139,574	3.81%	140,206	0.45%
December	135,039	138,141	2.30%	138,530	0.28%
<b>January</b>	<b>124,180</b>	<b>120,958</b>	<b>-2.59%</b>	<b>124,663</b>	<b>3.06%</b>

## Metropolitan Transportation Authority

January

## West of Hudson

## Revenue Passengers

Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
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%
May	137,233	141,228	2.91%	142,922	1.20%
June	136,071	146,423	7.61%	156,006	6.54%
July	143,640	153,820	7.09%	157,205	2.20%
August	136,655	143,330	4.88%	147,488	2.90%
September	127,068	143,754	13.13%	149,545	4.03%
October	140,460	153,366	9.19%	154,529	0.76%
November	123,483	130,683	5.83%	138,438	5.93%
December	135,331	145,717	7.67%	146,030	0.21%
<b>January</b>	<b>128,042</b>	<b>130,679</b>	<b>2.06%</b>	<b>126,395</b>	<b>-3.28%</b>
<b>12 Month Ave</b>	<b>132,226</b>	<b>140,554</b>	<b>6.30%</b>	<b>145,122</b>	<b>3.25%</b>
<b>Year-to-Date</b>	<b>128,042</b>	<b>130,679</b>	<b>2.06%</b>	<b>126,395</b>	<b>-3.28%</b>

## 12 Month Averages

Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
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%
May	128,822	134,136	4.12%	142,800	6.46%
June	127,759	134,998	5.67%	143,599	6.37%
July	127,119	135,847	6.87%	143,881	5.91%
August	125,456	136,403	8.73%	144,227	5.74%
September	124,646	137,793	10.55%	144,710	5.02%
October	124,782	138,869	11.29%	144,807	4.28%
November	129,121	139,469	8.01%	145,453	4.29%
December	131,352	140,334	6.84%	145,479	3.67%
<b>January</b>	<b>132,226</b>	<b>140,554</b>	<b>6.30%</b>	<b>145,122</b>	<b>3.25%</b>

## Average Weekday Passengers

Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
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%
May	6,247	6,728	7.71%	7,138	6.09%
June	6,783	6,964	2.67%	7,095	1.88%
July	6,543	7,008	7.10%	7,162	2.20%
August	6,215	6,814	9.63%	7,012	2.91%
September	6,346	6,849	7.93%	7,124	4.02%
October	6,118	6,682	9.22%	7,028	5.18%
November	6,493	7,241	11.52%	7,279	0.52%
December	6,449	6,639	2.95%	6,649	0.15%
<b>January</b>	<b>6,109</b>	<b>6,546</b>	<b>7.15%</b>	<b>6,645</b>	<b>1.51%</b>

## Metropolitan Transportation Authority

January

## Port Jervis Line

## Revenue Passengers

Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
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%
May	85,089	85,895	0.95%	86,116	0.26%
June	83,426	87,459	4.83%	92,381	5.63%
July	91,288	93,470	2.39%	93,755	0.30%
August	89,188	86,344	-3.19%	88,786	2.83%
September	80,627	86,526	7.32%	89,066	2.94%
October	86,989	93,068	6.99%	93,069	0.00%
November	75,365	78,265	3.85%	82,436	5.33%
December	83,241	87,965	5.68%	86,298	-1.90%
<b>January</b>	<b>77,576</b>	<b>77,335</b>	<b>-0.31%</b>	<b>73,708</b>	<b>-4.69%</b>
<b>12 Month Ave</b>	<b>82,281</b>	<b>84,841</b>	<b>3.11%</b>	<b>86,313</b>	<b>1.73%</b>
<b>Year-to-Date</b>	<b>77,576</b>	<b>77,335</b>	<b>-0.31%</b>	<b>73,708</b>	<b>-4.69%</b>

## 12 Month Averages

Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
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%
May	81,148	82,947	2.22%	85,557	3.15%
June	80,229	83,283	3.81%	85,967	3.22%
July	79,738	83,465	4.67%	85,991	3.03%
August	78,766	83,228	5.66%	86,194	3.56%
September	78,351	83,719	6.85%	86,406	3.21%
October	78,344	84,226	7.51%	86,406	2.59%
November	80,656	84,467	4.72%	86,754	2.71%
December	81,947	84,861	3.56%	86,615	2.07%
<b>January</b>	<b>82,281</b>	<b>84,841</b>	<b>3.11%</b>	<b>86,313</b>	<b>1.73%</b>

## Average Weekday Passengers

Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
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%
May	3,874	4,092	5.63%	4,300	5.07%
June	4,158	4,159	0.03%	4,202	1.04%
July	4,159	4,260	2.43%	4,273	0.31%
August	4,056	4,104	1.17%	4,221	2.85%
September	4,026	4,123	2.41%	4,243	2.91%
October	3,790	4,056	7.02%	4,233	4.36%
November	3,963	4,335	9.39%	4,334	-0.02%
December	3,967	4,008	1.03%	3,930	-1.95%
<b>January</b>	<b>3,703</b>	<b>3,875</b>	<b>4.65%</b>	<b>3,874</b>	<b>-0.03%</b>



## Metropolitan Transportation Authority

January

## Pascack Valley Line

## Revenue Passengers

Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
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%
May	52,144	55,333	6.12%	56,806	2.66%
June	52,645	58,964	12.00%	63,625	7.90%
July	52,352	60,350	15.28%	63,450	5.14%
August	47,467	56,986	20.05%	58,702	3.01%
September	46,441	57,228	23.23%	60,479	5.68%
October	53,471	60,298	12.77%	61,460	1.93%
November	48,118	52,418	8.94%	56,002	6.84%
December	52,090	57,752	10.87%	59,732	3.43%
<b>January</b>	<b>50,466</b>	<b>53,344</b>	<b>5.70%</b>	<b>52,687</b>	<b>-1.23%</b>
<b>12 Month Ave</b>	<b>49,945</b>	<b>55,713</b>	<b>11.55%</b>	<b>58,810</b>	<b>5.56%</b>
<b>Year-to-Date</b>	<b>50,466</b>	<b>53,344</b>	<b>5.70%</b>	<b>52,687</b>	<b>-1.23%</b>

## 12 Month Averages

Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
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%
May	47,675	51,189	7.37%	57,243	11.83%
June	47,531	51,716	8.80%	57,632	11.44%
July	47,381	52,382	10.55%	57,890	10.52%
August	46,691	53,175	13.89%	58,033	9.14%
September	46,295	54,074	16.80%	58,304	7.82%
October	46,439	54,643	17.67%	58,401	6.88%
November	48,465	55,001	13.49%	58,699	6.72%
December	49,405	55,473	12.28%	58,864	6.11%
<b>January</b>	<b>49,945</b>	<b>55,713</b>	<b>11.55%</b>	<b>58,810</b>	<b>5.56%</b>

## Average Weekday Passengers

Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
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%
May	2,372	2,636	11.11%	2,838	7.67%
June	2,625	2,805	6.83%	2,893	3.14%
July	2,384	2,748	15.25%	2,889	5.14%
August	2,159	2,710	25.53%	2,791	2.99%
September	2,320	2,726	17.50%	2,881	5.69%
October	2,328	2,626	12.80%	2,795	6.44%
November	2,530	2,906	14.86%	2,945	1.34%
December	2,482	2,631	6.00%	2,719	3.34%
<b>January</b>	<b>2,406</b>	<b>2,671</b>	<b>10.99%</b>	<b>2,771</b>	<b>3.74%</b>

## MTA Bridges &amp; Tunnels

Revenue Vehicles					
Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
February	19,831,970	18,701,703	-5.70%	19,983,679	6.85%
March	23,376,021	23,431,567	0.24%	23,836,645	1.73%
April	23,638,588	23,834,773	0.83%	24,825,057	4.15%
May	25,045,252	25,668,919	2.49%	26,520,622	3.32%
June	24,738,988	25,374,933	2.57%	26,140,659	3.02%
July	24,886,530	25,435,425	2.21%	26,900,933	5.76%
August	25,636,599	25,951,945	1.23%	27,179,957	4.73%
September	23,810,071	24,481,160	2.82%	25,176,781	2.84%
October	25,036,991	25,189,827	0.61%	26,221,062	4.09%
November	23,200,297	23,361,017	0.69%	24,793,552	6.13%
December	23,035,975	24,182,522	4.98%	25,385,215	4.97%
<b>January</b>	<b>20,747,317</b>	<b>20,983,289</b>	<b>1.14%</b>	<b>22,225,612</b>	<b>5.92%</b>
<b>12 Month Ave</b>	<b>23,582,050</b>	<b>23,883,090</b>	<b>1.28%</b>	<b>24,932,481</b>	<b>4.39%</b>
<b>Year-to-Date</b>	<b>20,747,317</b>	<b>20,983,289</b>	<b>1.14%</b>	<b>22,225,612</b>	<b>5.92%</b>

12 Month Averages					
Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
February	23,473,067	23,487,861	0.06%	23,989,921	2.14%
March	23,427,099	23,492,490	0.28%	24,023,678	2.26%
April	23,426,029	23,508,839	0.35%	24,106,202	2.54%
May	23,413,736	23,560,811	0.63%	24,177,177	2.62%
June	23,372,538	23,613,806	1.03%	24,240,987	2.66%
July	23,372,447	23,659,548	1.23%	24,363,113	2.97%
August	23,369,679	23,685,826	1.35%	24,465,447	3.29%
September	23,373,597	23,741,750	1.58%	24,523,416	3.29%
October	23,549,320	23,754,487	0.87%	24,609,352	3.60%
November	23,737,233	23,767,880	0.13%	24,728,730	4.04%
December	23,710,625	23,863,426	0.64%	24,828,954	4.05%
<b>January</b>	<b>23,582,050</b>	<b>23,883,090</b>	<b>1.28%</b>	<b>24,932,481</b>	<b>4.39%</b>

Average Weekday Passengers					
Service Month	2013-2014	2014-2015	Percentage Change	2015-2016	Percentage Change
February	765,137	693,199	-9.40%	752,873	8.61%
March	776,880	780,125	0.42%	788,973	1.13%
April	801,771	805,672	0.49%	837,547	3.96%
May	834,831	849,333	1.74%	880,801	3.71%
June	838,525	850,160	1.39%	884,039	3.99%
July	824,594	846,651	2.67%	887,418	4.82%
August	837,517	856,625	2.28%	884,166	3.22%
September	811,806	834,545	2.80%	853,052	2.22%
October	817,107	824,083	0.85%	862,577	4.67%
November	802,918	810,122	0.90%	853,074	5.30%
December	785,165	809,947	3.16%	844,618	4.28%
<b>January</b>	<b>700,973</b>	<b>709,750</b>	<b>1.25%</b>	<b>790,937</b>	<b>11.44%</b>

# Fuel Hedge Program

# Current ULSD Hedges

Date	Gallons Hedged	Percent of Expected Gallons Purchased	Weighted Average Hedge Price for each Month	2015 Adopted Budget Forecasted Commodity Price	2016 Adopted Budget (February Plan) Forecasted Commodity Price
March-16	3,039,455	52	2.48	2.72	1.73
April-16	3,039,455	52	2.48	2.72	1.73
May-16	2,866,330	50	2.42	2.72	1.73
June-16	2,823,782	48	2.30	2.72	1.73
July-16	3,039,526	50	2.27	2.72	1.73
August-16	3,165,708	50	2.20	2.72	1.73
September-16	3,082,195	50	2.09	2.72	1.73
October-16	3,031,772	51	2.00	2.72	1.73
November-16	3,112,662	53	1.93	2.72	1.73
December-16	2,725,283	51	1.87	2.72	1.73
January-17	2,843,162	51	1.83	2.77	1.84
February-17	2,795,374	50	1.78	2.77	1.84
March-17	2,752,898	50	1.72	2.77	1.84
April-17	2,689,095	46	1.70	2.77	1.84
May-17	2,384,008	42	1.66	2.77	1.84
June-17	2,207,989	37	1.62	2.77	1.84
July-17	2,023,713	33	1.57	2.77	1.84
August-17	1,840,646	29	1.54	2.77	1.84
September-17	1,540,121	25	1.52	2.77	1.84
October-17	1,245,054	21	1.49	2.77	1.84
November-17	1,037,388	18	1.43	2.77	1.84
December-17	681,157	13	1.36	2.77	1.84
January-18	473,670	8	1.29	2.86	2.10
February-18	232,742	4	1.31	2.86	2.10

# Annual Impact as of March 11, 2016

	(\$ in millions)		
	<u>2016</u>	<u>2017</u>	<u>2018</u>
<b><u>Ultra Low Sulfur Diesel</u></b>			
Current Prices vs. 2016 Adopted Budget	\$38.022	\$34.536	\$46.456
Impact of Hedge	<u>(35.323)</u>	<u>(6.036)</u>	<u>0.024</u>
<b>Net Impact: Fav/(Unfav)</b>	\$2.699	\$28.500	\$46.481
 <b><u>Compressed Natural Gas</u></b>			
Current Prices vs. 2016 Adopted Budget	\$27.960	\$5.897	\$6.056
Impact of Hedge	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>
<b>Net Impact: Fav/(Unfav)</b>	\$27.960	\$5.897	\$6.056
 <b><u>Summary</u></b>			
Current Prices vs. 2016 Adopted Budget	\$65.982	\$40.433	\$52.512
Impact of Hedge	<u>(35.323)</u>	<u>(6.036)</u>	<u>0.024</u>
<b>Net Impact: Fav/(Unfav)</b>	\$30.659	\$34.397	\$52.537

**MARCH 2016**  
**MTA REAL ESTATE**  
**FINANCE COMMITTEE AGENDA ITEMS**

**1. ACTION ITEMS**

**MTA NEW YORK CITY TRANSIT**

- a. Acquisition of property adjacent to NYCT's Myrtle Viaduct, Block 3193, Brooklyn, NY
- b. License agreement with Newsday LLC d/b/a amNewYork and SB New York, Inc. d/b/a Metro for newsracks at select NYCT subway stations
- c. Reconfiguration of entrances at 370 Jay Street, Brooklyn, NY

**METROPOLITAN TRANSPORTATION AUTHORITY**

- d. Determination and findings under New York Eminent Domain Procedure Law to terminate sublease for public parking garage at 2 Broadway in Manhattan
- e. All-Agency Real Property Disposition Guidelines and All-Agency Personal Property Disposition Guidelines required by Public Authorities Law Sections 2895-2897  
**(Available on Director's Desk Exhibit Book & MTA.INFO)**
- f. Sale of excess zoning floor area in eastern rail yard at John D. Caemmerer West Side Yard in Manhattan

**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

<b><u>Legal Name</u></b>	<b><u>Popular Name</u></b>	<b><u>Abbreviation</u></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
Metro-North Commuter Railroad Company	MTA Metro-North Railroad	MNR
Triborough Bridge and Tunnel Authority	MTA Bridges and Tunnels	MTA B&T
MTA Capital Construction Company	MTA Capital Construction	MTACC
MTA Bus Company	MTA Bus Company	MTA Bus

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


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

# **MTA NEW YORK CITY TRANSIT**



# Staff Summary



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

<b>Date</b> <b>MARCH 21, 2016</b>
<b>Vendor Name</b>
<b>Contract Number</b>
<b>Contract Manager Name</b>
<b>Table of Contents Ref. #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	3/21/2016	X		
2	Board	3/23/2016	X		

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

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

PROJECT: Myrtle Viaduct Reconstruction Project

LOCATION: Kings County Tax Block 3193, Lots 1, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 17, 18, 20, 21, 22, 37, 38, 120, and 121 (the "Properties")

ACTION REQUESTED: Authorization to commence preliminary steps for acquisition of property interests in any or all of the Properties listed above

## COMMENTS:

The Myrtle Viaduct (the "Viaduct") is a 310 foot elevated, s-shaped viaduct segment located at the intersection of the Myrtle Line (accommodating the "M" subway service) and the Jamaica Line (accommodating the "J" and "Z" subway service) in the Borough of Brooklyn. The structure is the only connection between the Myrtle Line and Jamaica Line in Brooklyn. The Viaduct, which carries two tracks, cuts through Kings County Tax Block 3193, a triangularly-shaped parcel bounded by Myrtle Avenue, Broadway and Ditmars Street. It was built in the early 1900's adjacent to existing structures that still remain, coming within 10 feet of seven two-story residential buildings to the east and within one foot, in places, of the rear of a two-story mixed-use building to the west. While interim repairs have been made, the current condition of the Viaduct necessitates prompt attention. NYCT's plan for the Viaduct project calls for demolishing and removing the existing concrete pier, deck and track structures and replacing them with new concrete piers, deck and track, together with new third rail and signaling appurtenances. The project's design is anticipated to be completed next month and NYCT anticipates awarding the construction contract in November 2016.

The Project work will involve demolition and removal of existing pier, deck and structures and placing new piers, decks and tracks into place. Because of the close proximity of residential and commercial properties to the work site, NYCT has determined that all occupants in properties adjacent to the Viaduct in Block 3193 may need to be vacated while Viaduct demolition and new construction work is underway. Currently, there are approximately 26 residential and 2 commercial occupants on the block. The anticipated duration of the relocations is between 6 to 10 months. MTA Real Estate and Legal will work with an on-call relocation consultant to complete all relocations to provide suitable accommodations, relocation assistance and compensation to the affected individuals and businesses, and without delay to the project.

Because of the potentially long durations of the relocations, it is possible that some property owners may not wish to return or may wish to sell their properties while NYCT's work is underway. These properties consist of 7 homes, 2 commercial buildings and 2 vacant sites, one of which has approvals in place for a new residential development. Because it may be difficult if not impossible for owners to sell or develop their properties while NYCT's Viaduct work is underway, we seek MTA

# Staff Summary

## FINANCE COMMITTEE MEETING

### Myrtle Viaduct Reconstruction Project (Cont'd.)



Board approval to give property owners the option of selling their properties outright to MTA at fair market value or receiving fair rental value while they or their tenants are displaced. For negotiated property purchases, MTA would offer compensation at its highest approved appraisal and seek further Board approvals for any proposed purchases that exceed the amounts of MTA's appraisals. If MTA purchases any of these properties, MTA Real Estate will develop a plan to dispose of them at the highest achievable price after NYCT's Viaduct Project is completed.

Finally, NYCT's existing property rights to maintain the Viaduct, which were obtained by NYCT's predecessors prior to the Viaduct's construction in the early 1900's, may need to be expanded to accommodate the anticipated demolition and reconstruction work as well as additional access rights across private properties during the project and for future maintenance and repair of the new Viaduct.

If negotiated agreements cannot be reached, MTA will commence condemnation proceedings in state court to temporarily vacate occupants, gain access rights to all properties during construction and obtain permanent easements for future access and maintenance of the new Viaduct. Condemnation will not be used to acquire any of the 7 homes or 2 commercial buildings. Any acquisitions of those sites only will proceed on a voluntary basis.

The following is a list of the properties where acquisition of property interests for the Project may be required and a site plan showing the location of the Viaduct in relation to the affected properties:

Address:	Block 3193 Lot #:
1178 Myrtle Avenue	1
1168 Myrtle Avenue	3
29 Ditmars Street	4
27 Ditmars Street	5
25 Ditmars Street	6
23 Ditmars Street	7
21 Ditmars Street	8
19 Ditmars Street	9
17 Ditmars Street	10
15 Ditmars Street	11
13 Ditmars Street	12
11 Ditmars Street	13
979 Broadway	17
977 Broadway	18
975 Broadway	20
971 Broadway	21
967 Broadway	22
1156 Myrtle Avenue	37
1158 Myrtle Avenue	38
973 Broadway	120
969 Broadway	121

Based on the foregoing, MTA Real Estate requests approval to commence the tenant relocation and property acquisition process described above and to adopt the attached Resolution authorizing MTA to commence the proposed acquisition process in order to preserve MTA's rights and lessen the potential for future delays to the Project. If negotiated agreements are reached with respect to any temporary and permanent easements prior to the filing of condemnation papers with the court, the terms of such agreements will also be presented to the Finance Committee and Board for approval.

# Staff Summary

## FINANCE COMMITTEE MEETING Myrtle Viaduct Reconstruction Project (Cont'd.)





## **BOARD RESOLUTION**

**WHEREAS**, New York City Transit ("NYCT") is undertaking a project (the "Project") to demolish and reconstruct the Myrtle Avenue Viaduct (the "Viaduct"), a 310 foot elevated, s-shaped viaduct segment located at the intersection of the Myrtle Line (accommodating the "M" subway service) and the Jamaica Line (accommodating the "J" and "Z" subway service) in the Borough of Brooklyn.

**WHEREAS**, the Viaduct cuts through Kings County Tax Block 3193, a triangularly shaped parcel bounded by Myrtle Avenue, Broadway and Ditmars Street.

**WHEREAS**, in connection with the Project, the following real estate related actions may be required:

- Temporary relocations of residential and commercial occupants in properties adjacent to the Viaduct in Block 3193 for an estimated 6 to 10 months, but potentially longer.
- Because of the potentially long durations of the relocations, it is possible that some property owners may not wish to return or may wish to sell their properties while NYCT's work is underway. These properties consist of 7 homes, 2 commercial buildings and 2 vacant sites, one of which has approvals in place for a new residential development. Because it may be difficult if not impossible for owners to sell or develop their properties while NYCT's Viaduct Project is underway, property owners will have the option of selling their properties outright to MTA at fair market value or receiving fair rental value while they or their tenants are displaced. For property purchases, MTA would offer compensation at its highest approved appraisal and seek further Board approvals for any proposed purchases that exceed the amounts of MTA's appraisals. If MTA purchases any of these properties, MTA Real Estate will develop a plan to dispose of them at the highest achievable price after NYCT's Viaduct Project is completed.
- NYCT's existing property rights to maintain the Viaduct, which were obtained by NYCT's predecessors prior to the Viaduct's construction in the early 1900's, may need to be expanded to accommodate the anticipated demolition and reconstruction work as well as additional access rights across private properties during the Project and for future maintenance and repair of the new Viaduct.
- The properties that may be subject to the foregoing real estate related actions are as follows: Kings County Tax Block 3193, Lots 1, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 17, 18, 20, 21, 22, 37, 38, 120, and 121 (the "Properties")

**WHEREAS**, MTA will seek to reach negotiated agreements to temporarily vacate occupants, gain necessary access rights to all Properties during construction and obtain permanent easements for future access and maintenance of the new Viaduct and will commence eminent domain proceedings in state court with respect to those temporary relocations and foregoing access rights and property interests that cannot be obtained by agreements with the affected parties. Eminent domain will not be used to acquire any of the 7 homes or 2 commercial buildings. Any acquisitions of those sites only will proceed on a voluntary basis.

### **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 is authorized to proceed with the real estate related activities described above through negotiated agreements (subject to further approval by the Finance Committee and Board of MTA of the material economic terms of any property interests that exceed MTA's appraised values) or eminent domain, except that acquisitions of any of the 7 homes and 2 commercial buildings will only proceed on a voluntary basis with MTA Board's approval.

**This Resolution shall take effect immediately upon its adoption.**

# Staff Summary

Subject <b>LICENSE AGREEMENT</b>
Department <b>MTA REAL ESTATE &amp; NYCT LAW DEPARTMENT</b>
Department Head Name <b>JEFFREY B. ROSEN</b>
Department Head Signature 
Project Manager Name <b>IAN SALSBERG / DIANE M. NARDI</b>

Date <b>MARCH 21, 2016</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	3/21/16	X		
2	Board	3/23/16	X		

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

AGENCY: New York City Transit ("NYCT")

LICENSEES: Newsday LLC d/b/a amNewYork and SB New York, Inc. d/b/a Metro (the "Publications")

LOCATIONS: Approved stations throughout the subway system

ACTIVITY: Installation of news racks for distribution of free papers

ACTION REQUESTED: Approval of terms

TERM: Up to six years, terminable at will by NYCT upon 30 days' notice, or by Licensee annually

COMPENSATION: 1 full-page 4-color ad per week in each Publication (the "Publication Ad Space")

## COMMENTS:

To address concerns arising out of the distribution of free newspapers in NYCT subway stations, in December 2013 NYCT entered into a pilot program to assess the feasibility and desirability of facilitating distribution of the Publications' newspapers by means of agency-approved self-service news racks (the "Pilot"). Prior to the implementation of the Pilot, the Publications customarily distributed their newspapers through "hawkers" and/or by leaving them in unattended bundles. These practices created safety concerns, in that they impeded customer flow and resulted in bottlenecking at ingress and egress points; and they increased litter levels within the station, as unused bundles were left for NYCT employees to remove and papers would often end up on the train tracks, increasing the likelihood of track fires. A total of eight subway stations participated in the Pilot, which ran for approximately two years.

Having deemed the Pilot a success, NYCT is now prepared to enter into non-exclusive license agreements with the Publications, providing for the use at approved locations throughout the subway system of news racks of a uniform design as to which both NYCT's Architecture Subdivision and MTA Arts & Design have provided input (the "Racks"). Each Publication will be required to fill its own Racks and to remove uncollected papers daily by designated times in the morning and evening, as well as to clean areas immediately surrounding its Racks. The Publications will be prohibited from disposing of surplus papers in NYCT's garbage receptacles, and from distributing their newspapers within the subway system by any method other than use of the Racks.

Entering into the proposed license agreements will enable NYCT to avoid paying the tens of thousands of dollars that NYCT has been spending annually in recent years to obtain use of advertising space for agency messaging, in addition to the significant trash removal expenses that NYCT anticipates it will avoid annually by reason of such agreements being in effect. In addition to the cost savings, the compensation proposed will provide an added value in that the Agency will be guaranteed more visible four-color ads in the front portion of papers that have proven to be efficient vehicles for important messaging to its customers.

# Staff Summary

## FINANCE COMMITTEE MEETING

amNY and Metro Newspapers (Cont'd.)



Metropolitan Transportation Authority

Page 2 of 2

Based on the foregoing, MTA Real Estate and NYCT request authorization to enter into license agreements with the Publications on the above-described terms and conditions.






# Staff Summary

Subject <b>RECONFIGURATION OF ENTRANCES</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JEFFREY B. ROSEN</b>
Department Head Signature 
Project Manager Name <b>Anthony Febrizio, NYCT</b>

Date <b>MARCH 21, 2016</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	3/21/16	X		
2	Board	3/23/16	X		

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

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

LOCATION: The entrances to the Jay Street/Metrotech Station on the A, C, F and R lines that are located within the building at 370 Jay Street, Brooklyn, New York (the "Entrances").

ACTION REQUESTED: To obtain Board authorization for the reconfiguration of the Entrances and to surrender the resulting surplus property to the City of New York (the "City") as contemplated by the master lease dated June 1, 1953 as amended, between the City and NYCT (the "Master Lease").

## COMMENTS:

Until recently, the entire building at 370 Jay Street (the "Building"), which formerly housed NYCT's headquarters, was leased by NYCT from the City pursuant to the Master Lease. In 2012, based on the attached April 19, 2012 staff summary, the MTA Board approved and MTA Real Estate executed on behalf of NYCT an agreement with the City and NYU that provided for the surrender of the Building to the City, and the re-letting of the Building to New York University ("NYU") for redevelopment by NYU (the "Redevelopment"). Such agreement provided that such surrender and re-letting would be subject to the retention by NYCT of the Entrances, as well as certain other areas to be used for among other purposes a new NYCT telecommunications room to be built by NYCT with NYU funding (together with the Entrances, the "Retained Areas").

On March 6, 2015, approximately 18 months earlier than anticipated, NYCT surrendered the Building to the City, exclusive of the Retained Areas, and executed an easement agreement with the City and NYU governing the parties' respective rights and obligations with respect to the Retained Areas, which continue to be covered by the Master Lease.

At the time of the original negotiations, NYCT and NYU discussed, but did not reach agreement concerning, a possible reconfiguration of the Entrances, the current layout of which results in awkward and inefficient passenger flow, and which contain spaces at and below street level that are oversized for their purpose and difficult to maintain. However, now that the Redevelopment is in progress, the parties have resumed such discussions, with an eye toward coordinating construction work relating to the entrances with the Redevelopment so as to minimize cost and disruption.

The Entrances currently contain four escalators - two at each end of the Building. NYCT now proposes to replace such escalators with two up-only escalators (one at each end of the Building), to shrink and realign the Entrances in order to eliminate wasted space and provide for more direct and safer passenger flow, and, subject to the City's agreement, to surrender to the City the resulting surplus areas, for which NYCT has no use, thereby improving NYCT's customer experience and avoiding an estimated \$150,000 per year in maintenance expenses.

# Staff Summary

## FINANCE COMMITTEE MEETING RECONFIGURATION OF ENTRANCES (Cont'd.)

As a result of negotiations, NYU has agreed to design and perform such work (the "Entrance Work") as part of the Redevelopment. NYCT would reimburse NYU for its documented out-of-pocket costs relating to the Entrance Work, without any mark-up for overhead and profit. Separate purchase orders would be issued for the Entrance Work with NYCT's approval, based on separate bids to be solicited from trade contractors by Skanska, NYU's construction manager. All such bids would be delivered in sealed envelopes; bid openings would be witnessed by three NYU personnel and at least two NYCT representatives; and bid results would be recorded by NYU and verified by NYCT. Skanska's fee and charges for general conditions would be calculated in the same manner for the Entrance Work as for the rest of the Redevelopment. The estimated cost of consultant design is \$750,000 or approximately 5% of the construction value. NYCT finds this to be appropriate and in keeping with its experience with similar projects.

Based on the remaining useful life of the existing escalators in the Entrances, the Entrance Work would in the normal course be scheduled for 2021, when the Redevelopment would have been completed, certain work performed in connection with the Redevelopment would have to be demolished and then restored at NYCT's cost and NYU's new facilities would be in active use, such that the performance of the Entrance Work would be more difficult and costly. Indeed, NYCT has estimated that performing the Entrance Work itself in 2021 and in accordance with its conventional contracting procedures would cost approximately \$25 million, approximately \$10 million in excess of Skanska's current estimate.

Based on the foregoing, MTA Real Estate requests authorization to enter into agreements providing for the reconfiguration of the Entrances on the above-described terms and conditions.



## Staff Summary

Subject 370 Jay Street Disposition						Date April 19, 2012			
Department Real Estate						Vendor Name			
Department Head Name Jeffrey B. Rosen						Contract Number			
Department Head Signature						Contract Manager Name			
Project Manager/Division Head						Table of Contents Ref #			

Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	Finance Committee	4/23	x						
2	Board	4/25	x			3	Chief of Staff	1	Legal
3						2	Chief Financial Officer		Administration

### Purpose:

To obtain Board authorization to surrender NYCT's former headquarters at 370 Jay Street in Brooklyn, New York, "the Building") to the City of New York ("City"), subject to the reservation of easements necessary to allow for the relocation of certain vital NYCT telecommunications equipment still located in the Building.

### Discussion:

Like many of the buildings NYCT uses in its operations, the Building is owned by the City and is covered by the so-called "master lease" between the City and NYCT dated June 1, 1953, as amended (the "Master Lease"). The Building still houses certain vital telecommunications equipment (the "NYCT Equipment"), as well as a small number of NYCT operations and some equipment belonging to the Transit Bureau of the New York City Police Department (the "NYPD Equipment"). However, much of the Building has been vacant since NYCT headquarters moved to 2 Broadway. The Building is in poor condition, and both its façade and all of its major building systems require replacement.

At one time -- when office rents elsewhere in the City were higher than they are today and prior to the MTA's recent administrative headcount reductions -- it was anticipated that it would be cost effective to use NYCT capital dollars to renovate the building for NYCT office use, thereby enabling NYCT to reduce its operating expenses by allowing space leases at other locations to expire. Last year, however, it was determined that the MTA's financial interests would be better served by increasing the number of employees occupying its office facility at 2 Broadway, at a relatively small marginal cost per desk, and selling the MTA's property at 341-347 Madison Avenue, rather than renovating the Building. This decision took into account a variety of factors, including the very substantial projected cost of such renovation (in excess of \$200 million), the relatively favorable terms on which the MTA has been able to rent space at 333 West 34<sup>th</sup> Street and elsewhere and, above all, the impact of the MTA's recent downsizing initiatives on the MTA's office space needs.

The Master Lease contemplates that, when and if NYCT determines that a Master Lease property is no longer required by it, NYCT shall surrender such property to the City without compensation. In the present case, NYCT will be in a position to determine that the Building is no longer required and suitable for surrender only if NYCT is paid an amount sufficient to cover its cost of relocating the NYCT Equipment. Accordingly, the City has agreed to an arrangement whereby NYCT will be paid \$50 million, the estimated cost of such relocation.

Once a Master Lease property is surrendered, it is the City's prerogative to dispose of such property in any lawful manner, and, as is its customary practice, the City has elected to offer the Building for sale or lease through the New York City Economic Development Corporation ("EDC"). Pursuant to EDC's July 2011 request for proposals from educational institutions interested in developing applied sciences campus in the City (the "RFP"), New York University ("NYU") has proposed to acquire the Building for the purpose of establishing a new "Center for Urban Science and Progress" ("CUSP"); and, subject to EDC Board approval and mayoral authorization pursuant to Section 384(b)(4) of the New York City Charter (which will require completion of review under the State Environmental Quality Review Act ("SEQRA") that

**BOARD MINUTES**  
**APRIL 25, 2012**  
**Page 19 of 38**

will include the MTA and NYCT as "involved agencies"), the City and EDC have agreed to cause the Building to be net leased to NYU, in consideration of NYU (a) accepting the Building in its "as is" condition, (b) paying for the relocation from the Building of the NYPD Equipment and (c) paying \$50 million to NYCT. The rent under such lease will be \$1 per year, as EDC has determined that the payments to be made to the MTA and NYPD constitute fair compensation for the value of the Building.

In consideration of NYU depositing such \$50 million amount in escrow, NYCT will relocate the NYCT Equipment in two phases of work. By the end of the 24-month first phase (which will commence after certain pre-conditions to the start of the work have been satisfied), NYCT will be obligated to vacate all but certain specified above- and below-ground temporary and permanent easement areas, and it is then that the surrender of the Building by NYCT and leasing of the Building by the City to NYU (subject to such easements) will take place. By the end of the following 18-month second phase, NYCT will be obligated to vacate all but the below-grade permanent easement areas (which will house the relocated NYCT Equipment). The pre-conditions to NYCT's obligation to begin the relocation work will include EDC Board approval and Mayoral authorization (following completion and consideration of the SEQRA review), completion by NYU of its due diligence with respect to the condition of the Building and the depositing by NYU of the aforementioned \$50 million payment with an escrow agent (to be disbursed by such escrow agent to NYCT in installments as specified steps in the relocation of the NYCT Equipment are completed). If, as a result of negative findings during its due diligence, NYU decides not to proceed with the transaction, the position of NYCT and the City with respect to the Building will revert to the status quo.

The \$50 million payment due from NYU to NYCT will be subject to reduction to the extent of specified liquidated damages in the event of unexcused lateness in the abandonment of the premises by NYCT. However, such damages will be capped at \$9 million pre-closing and \$5 million post-closing, and NYCT is confident that it can accomplish the required work in the allotted time.

**Recommendation:**

It is recommended that the Board authorize the surrender of the Building to the City (subject to the reservation of appropriate easements to accommodate the relocation of the NYCT Equipment), such that the Building shall no longer be subject to the Master Lease, on the above-described terms and conditions.

# **METROPOLITAN TRANSPORTATION AUTHORITY**




# Staff Summary



Metropolitan Transportation Authority

Page 1 of 1

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

<b>Date</b> <b>MARCH 21, 2016</b>
<b>Vendor Name</b>
<b>Contract Number</b>
<b>Contract Manager Name</b>
<b>Table of Contents Ref. #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	3/21/16	X		
2	Board	3/23/16	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")

ACTION REQUESTED: Approval of Determination and Findings under the New York Eminent Domain Procedure Law to terminate the sublease to a private garage operator for public parking in the basement of 2 Broadway and to take over that space for MTA's own use.

## COMMENTS:

Board approval is sought to terminate, by eminent domain, MTA's sublease to a private garage operator for public parking in the basement of 2 Broadway, New York, New York. As we advised the Board in our July 2015 staff summary (in which we requested Board approval to take preliminary steps in the eminent domain process), MTA's master lease for 2 Broadway includes a pre-existing sublease to the garage tenant/operator, Kura River Management Ltd. ("Kura River").

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. Because Kura River's sublease does not provide for any termination other than by reason of tenant defaults, MTA must terminate the sublease through a negotiated agreement or by eminent domain.

On February 29, 2016, MTA held a public hearing under the New York Eminent Domain Procedure Law ("EDPL") to review the public uses, benefits, purposes, and general impacts of terminating the garage sublease and taking over the garage space for MTA's own use and to give the public an opportunity to comment on MTA's proposed actions. As required by law, a notice of the hearing was published in newspapers and was sent by certified mail to the garage tenant and other interested parties. Following a presentation by the MTA's hearing officer, meeting attendees were given an opportunity to make statements on the record, but none of the attendees elected to do so and no written comments on MTA's proposed actions were received.

MTA Real Estate and Legal will continue discussions with the garage tenant's representatives and MTA Legal will commence a court proceeding to terminate the lease by eminent domain if those discussions are not fruitful. Therefore, MTA staff recommends Board approval of the termination, by eminent domain if necessary, of the garage sublease and approval of the attached Determination and Findings that are legally required under the EDPL.

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

### **Termination of Sublease for Garage Parking**

**Subleased Premises:** Garage area in the basement of the building at 2 Broadway, New York, New York (a/k/a Manhattan Tax Block 11, Lot 1) together with the entrance thereto on Stone Street.

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

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

On February 29, 2016, on prior notice duly given to the public and to the affected tenant and property owner, MTA held an EDPL public hearing to inform the public and to receive the public's comments on MTA's proposed termination of public parking operations in the basement of MTA's office building at 2 Broadway in Lower Manhattan. In order to effectuate such a termination of public parking and MTA's takeover of that space for MTA's own uses, MTA must terminate the private garage operator's sublease. No oral or written comments were received prior to or during the public hearing with respect to MTA's proposed actions.

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

In 1998, MTA entered into a long-term net lease of 2 Broadway with the building's owner. MTA's lease has an initial term of 49 years, with two 15-year renewal options. MTA's master lease for 2 Broadway is subject to a pre-existing sub-lease to Kura River Management Ltd. for a public parking garage in the basement with a legal capacity of 56 parking spaces. The space demised under the sublease includes a basement parking garage with an access ramp on Stone Street. Kura River's sublease, which was assigned to MTA, commenced on January 1, 1997 and will expire on December 31, 2026.

#### **3. Public Uses, Benefits and Purposes.**

MTA has made extensive renovations to 2 Broadway and over time has expanded its use of the building for itself and its various subsidiaries and affiliates, including New York City Transit, MTA Bridges and Tunnels, the MTA Bus Company, and the MTA Capital Construction Company. Over the past several few years, 2 major moves to 2 Broadway have taken place: New York City Transit's move of personnel from its former headquarters in downtown Brooklyn and MTA's move of its former headquarters in Midtown Manhattan. In addition, MTA has consolidated various operating agency functions at 2 Broadway, including its Data Center. These actions have resulted in greatly increased needs for storage and office support space in the basement and other areas of the building.

As critical functions for various MTA agencies have been, or are in the process of being consolidated at 2 Broadway, MTA has taken a hard look at ways to improve security in the building. MTA has determined that it would be in its 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's needs, completing storm water mitigation and building resiliency projects, and enhancing the building's overall safety and security. None of these objectives can be satisfactorily achieved without terminating the garage operator's sublease and eliminating public parking in 2 Broadway's basement. Because Kura River's sublease does not provide for any termination other than by reason of tenant defaults, MTA must terminate the lease by agreement with the subtenant or by eminent domain in order to effectuate the public uses, benefits and purposes described above.

MTA's proposed action is limited to terminating the sublease to Kura River only. The termination of the sublease to Kura River will neither impact the fee interest to 2 Broadway nor the owner's master lease of 2 Broadway to MTA, which will remain in effect as to the premises demised under the master lease, including the garage space. Consequently, there will be no reduction in MTA's net rent payable to the owner and no change in MTA's obligations under the master lease as a result of terminating the garage sublease. Finally, MTA's right to occupy the garage space after the garage lease is terminated will be coterminous with, and will not extend beyond, the term of MTA's master lease for 2 Broadway and any extended term of the master lease for which MTA has given the requisite notice to its landlord.

#### **4. Reasons for Selecting the Location of Property Interests to Be Acquired for MTA's Needs.**

MTA's expanded use of office space at 2 Broadway requires additional space for on-site storage and back office support space. Terminating the garage operator's sublease will allow MTA to address those needs on-site while also providing space for MTA's storm water mitigation and building resiliency projects and increasing security at 2 Broadway by eliminating public access to the basement.

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


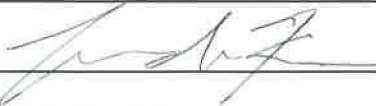
MTA's proposed termination of the parking garage sublease at 2 Broadway and MTA's proposed use of the garage space for its own public purposes are actions that are exempt from the State Environmental Quality Review Act under Section 1266(11) of the Public Authorities Law because they constitute insubstantial additions to MTA's existing transportation use of the building. In any case, the termination of public parking at 2 Broadway will involve the loss of only 56 public parking spaces in the neighborhood. There are more than enough public parking garages in Lower Manhattan to accommodate the garage's current users and the garage tenant will be compensated for the unexpired term of its lease in accordance with New York law. All construction work in the garage to facilitate MTA's new uses will be conducted in accordance with all applicable standards and mitigation measures will be incorporated as practicable.

**ATTENTION: PURSUANT TO EDPL § 207, ANY PERSON WHO CLAIMS TO BE AGGRIEVED BY THIS DETERMINATION AND FINDINGS MAY SEEK JUDICIAL REVIEW OF IT BY DULY COMMENCING A LEGAL PROCEEDING IN THE APPELLATE DIVISION, FIRST DEPARTMENT, 27 MADISON AVENUE, NEW YORK, NEW YORK NO LATER THAN THIRTY (30) DAYS AFTER MTA COMPLETES ITS TWO-DAY PUBLICATION OF THIS DETERMINATION AND FINDINGS OR A SYNOPSIS THEREOF.**



# Staff Summary



<b>Subject</b> <b>PROPERTY DISPOSITION GUIDELINES</b>
<b>Department</b> <b>REAL ESTATE</b>
<b>Department Head Name</b> <b>JEFFREY B. ROSEN; LAMOND W. KEARSE</b>
<b>Department Head Signature</b>  
<b>Project Manager Name</b> <b>STEPHEN AMBOS; LAMOND KEARSE</b>

<b>Date</b> <b>MARCH 21, 2016</b>
<b>Vendor Name</b>
<b>Contract Number</b>
<b>Contract Manager Name</b>
<b>Table of Contents Ref. #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	3/21/16	X		
2	Board	3/23/16	X		

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

## Purpose:

To obtain MTA Board approval of revised and updated 2016 MTA Real Estate Department Policies and Procedures for the Leasing-Out and Sale of Real Property (the "2016 Real Property Disposition Guidelines") and the 2016 All-Agency Guidelines for the Disposal of Personal Property (the "2016 Personal Property Disposition Guidelines"), each promulgated in accordance with Sections 2895-2897 of the New York Public Authorities Law (the "Property Disposition Law").

## Discussion:

The Property Disposition Law requires that public authorities annually review and approve guidelines regarding the disposition of property. The 2016 Real Property Disposition Guidelines, prepared by the MTA Real Estate Department, are annexed as Attachment A to this staff summary. The 2016 Personal Property Disposition Guidelines, prepared by MTA Corporate Compliance in consultation with Agency procurement departments, are annexed as Attachment B to this staff summary. Attachment C to this staff summary contains a list of the Personal Property Disposition Contracting Officers, as required by Property Disposition Law.

### Real Property Disposition Guidelines

In March of 2015, the MTA Board adopted the MTA Real Estate Department's current real property disposition guidelines, which (i) detailed MTA Real Estate's operative policies and procedures regarding the disposition of real property, consistent with the requirements of the Property Disposition Law, and (ii) designated the MTA Director of Real Estate as the Real Property Disposition Contracting Officer for the MTA and the MTA agencies.

The 2016 Real Property Disposition Guidelines (see Attachment A) are substantially the same as the 2015 guidelines approved by the Board, and contain only minor technical changes and corrections, as well as attaching to it the current GCT Leasing Guidelines.

### Personal Property Disposition Guidelines

In March of 2015, the MTA Board adopted the current All-Agency Guidelines for the Disposal of Personal Property to provide a consistent set of personal property disposal policies and practices, which comply with the Property Disposition Law, across the MTA agencies.

The 2016 Personal Property Disposition Guidelines (see Attachment B) are substantially the same as the 2015 guidelines.

# Staff Summary

## **FINANCE COMMITTEE MEETING Property Disposition Guidelines (Cont'd.)**

### **Recommendation:**

It is recommended that the Board adopt the resolution attached to this Staff Summary approving the 2016 Real Property Guidelines and the 2016 Personal Property Guidelines, ratifying the appointment of the MTA Director of Real Estate as the Real Property Disposition Contracting Officer for the MTA and MTA Agencies, and designating the MTA and MTA agency staff members listed on Attachment C to this Staff Summary as the Contracting Officers for the MTA and MTA Agencies as the officers responsible for disposition of personal property.



## **RESOLUTION**

**WHEREAS**, the Public Authorities Law in Sections 2895-2897 (the “Property Disposition Law”) requires annual review and approval by resolution of guidelines detailing a public authority’s operative policy and instructions regarding disposition of property and the designation of a contracting officer responsible for the administration of such disposition guidelines;

**WHEREAS**, the boards of Metropolitan Transportation Authority and its subsidiaries and affiliates (collectively, the “MTA Agencies”), in accordance with the requirements of the Property Disposition Law, have reviewed and by this resolution wish to approve of the MTA Real Estate Department Policies and Procedures for the Leasing-Out and Sale of Real Property (the “2016 Real Property Guidelines”) and the MTA All-Agency Guidelines for the Disposal of Personal Property (the “2016 Personal Property Guidelines”) referred to in the Staff Summary to which this Resolution is attached (the “Staff Summary”) and to designate the MTA Director of Real Estate as the Real Property Disposition Contracting Officer and to designate the MTA Agency staff persons listed in Attachment C to the Staff Summary as Personal Property Disposition Contracting Officers;

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

**RESOLVED**, that the 2016 Real Property Guidelines are hereby adopted in accordance with the requirements of the Property Disposition Law; and

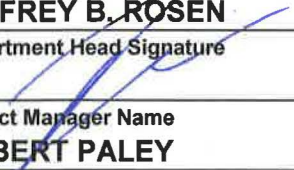
**RESOLVED**, that the 2016 Personal Property Guidelines are hereby adopted in accordance with the requirements of the Property Disposition Law; and

**RESOLVED**, that the MTA Director of Real Estate is hereby designated as the Real Property Disposition Contracting Officer for the MTA Agencies in accordance with the requirements of Property Disposition Law; and

**RESOLVED**, that the persons listed in Attachment C to the Staff Summary are hereby designated as Personal Property Disposition Contracting Officers in accordance with the requirements of the Property Disposition Law.




Dated: March 23, 2016

# Staff Summary

Subject <b>SALE OF DEVELOPMENT RIGHTS</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JEFFREY B. ROSEN</b>
Department Head Signature 
Project Manager Name <b>ROBERT PALEY</b>

Date <b>March 21, 2016</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

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

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

AGENCY: MTA

PURCHASER: ERY Tenant LCC or affiliate c/o Related Companies LP ("Purchaser")

LOCATION: Eastern Rail Yard of the John D. Caemmerer West Side Yard bounded by 33<sup>rd</sup> and 31<sup>st</sup> Streets and 10<sup>th</sup> and 11<sup>th</sup> Avenues.

ACTIVITY: Sale of 60,000-70,000 square feet of excess Zoning Floor Area

ACTION REQUESTED: Approval of terms

COMPENSATION: \$262.50 per square foot

## COMMENTS:

The Declaration of Easements for the Eastern Rail Yard ("ERY") imposed by MTA in connection with the development of the ERY provides that up to 100,000 square feet of unused zoning floor area permitted by the New York City Zoning Resolution ("Excess ZFA") may be made available by MTA to any owner of a subdivided development site of the ERY air rights parcel (each a "Severed Parcel"). Such zoning resolution provides that the Excess ZFA may only be used on Severed Parcels at the ERY, and not on other sites. Purchaser, the developer of the ERY, leases, through various controlled subsidiaries, all of the Severed Parcels of the ERY. Thus, Purchaser is the only potential purchaser of the Excess ZFA. Purchaser wishes to purchase 60,000-70,000 square feet of Excess ZFA to be incorporated into its Tower E, depending on definitive measurements being made with respect to the various ERY buildings. The sale would be closed upon execution of the Severed Parcel Lease for Tower E, currently anticipated for May.

The availability of the 100,000 square feet of Excess ZFA arose because the Culture Shed, a not for profit cultural facility being constructed on the ERY, used only 100,000 of the 200,000 ZFA allotted to it in the original development plan. Because the 100,000 square feet of Excess ZFA may only be used on the ERY and Purchaser controls the development of all Severed Parcels, the only feasible way to sell the Excess ZFA is by a negotiated disposition.

The Excess ZFA is in addition to (and legally separate from) the ERY Transferable Development Rights ("TDR's") as provided for in the New York City Zoning Resolution. ERY TDR's, which total 4.5 million square feet, are sold from time to time to eligible receiving sites located off-site of the ERY designated as such in the New York City Zoning Resolution. By agreement with the City of New York, Hudson Yards Development Corporation ("HYDC") acts as agent for the sale of these TDRs. Because ERY TDR's cannot be sold by bid or other competitive means due to limitations placed by zoning, HYDC established an ERY TDR pricing mechanism policy. That policy determines the fair market price of the TDR's by first establishing a fair market value for the fee that is to receive the TDR's. It then discounts that fee value by a

# Staff Summary

## FINANCE COMMITTEE MEETING SALE OF DEVELOPMENT RIGHTS (Cont'd.)

Page 2 of 2



percentage as determined by the discount applied by the market to TDR sales in general. HYDC's current discount as determined by a 2013 study is 65%.

MTA retained an independent appraiser to evaluate both the fee value of the Tower E parcel to which 60,000 ZFA of the Excess ZFA would be transferred, and to give guidance with respect to the appropriate discount. MTA's appraiser determined that the fee value of the parcel is \$350 per square foot. The appraiser further determined that the range of comparable discounts for air rights sales in the surrounding area is between 35.9% and 95.7%; the average of all sales is 59.5% and the median is 65.8%. The latter is very close to HYDC's 65% discount, which would yield an Excess ZFA price of \$227.50 per square foot. Purchaser initially offered to pay 60% of the fee value, which would yield an Excess ZFA price of \$210 per square foot. MTA's appraiser advised that it would be reasonable to seek a higher discount, equal to 75% of the fee value. This discount rate is 15 percentage points above Purchaser's initial offer and 10 percentage points above the HYDC discount. Based on this discount, MTA negotiated with Purchaser to achieve a purchase price of \$262.50 per square foot of Excess ZFA for a total purchase price for the 60,000-70,000 square feet of \$15,750,000- \$18,375,000.

Because this is a negotiated disposition, an explanatory statement and a written notification are being provided to all of the appropriate public officials pursuant to Section 2897 of the Public Authorities Law.

Based on the foregoing, MTA Real seeks authorization to sell 60,000 to 70,000 of the Excess ZFA to Purchaser on the above-stated terms and conditions.

# **INFORMATION ITEMS**

# Memorandum



## Metropolitan Transportation Authority

State of New York

Date March 21, 2016

To Members of the Finance Committee

From Jeffrey B. Rosen, Director, Real Estate

Re **Status of Month-to-Month Licenses for Passenger Amenities**

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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: MARCH 2016**

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 2016
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	Grand Central Terminal	Diptyque	225	February 2, 2015	\$20,000	To be publicly offered in 2016
7. NYCT	Church Avenue, Nostrand Line, Brooklyn	Mahabubar Rahman/Newsstand	120	September 2015	\$2,500	To be publicly offered in 2016
8. MNR	Grand Central Terminal	Moleskine	316	September 1, 2015	\$15,000	To be publicly offered in 2016

# Memorandum



## Metropolitan Transportation Authority

State of New York

**Date** March 21, 2016

**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.

### March 2016 Event Forecast

Event	Date	Description	Space	Use
MNR /Multi Agency Event	3/4 - 3/5	As per Liz	Vanderbilt Hall	Private
MNR Equipment Inspection	3/8	As per Gabriela	Vanderbilt Hall	Private
Japan Week	3/9 - 3/12	Annual Japan Tourism event with food sampling and sales	Vanderbilt Hall and Bridge	Public
MTA	3/21	As per Mark Heavey--event about security and safety	Vanderbilt Hall	Public
MNR Diversity	3/23	As per Liz	Vanderbilt Hall	Private
CNN	3/30 - 3/31	An event to promote their series about the 90's	Vanderbilt Hall	Public



# Memorandum



## Metropolitan Transportation Authority

State of New York

Date March 21, 2016

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 March 2016**

<b>Licensee</b>	<b>License Dates</b>	<b>Use</b>	<b>Monthly Compensation</b>
Verrier	3/1/2016-4/30/2016`	Retail sale of licensee produced stationary and artwork	3/1/2016 \$3100 4/1/2016 \$3100
Christina Stankard	3/1/2016-4/30/2016`	Retail sale of licensee produced jewelry	3/1/2016 \$3100 4/1/2016 \$3100

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