



**Metropolitan Transportation Authority**

# **Finance Committee Meeting**

## **June 2017**

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### **Committee Members**

L. Schwartz, Chair  
F. Ferrer, Vice Chair  
I. Greenberg\*  
D. Jones  
C. Moerdler  
J. Molloy  
M. Pally  
J. Samuelsen  
P. Trottenberg  
V. Vanterpool  
J. Vitiello  
P. Ward  
C. Wortendyke  
N. Zuckerman

# **Finance Committee Meeting**

**2 Broadway, 20th Floor Board Room  
New York, NY 10004**

**Monday, 6/19/2017  
12:00 - 1:15 PM ET**

## **1. PUBLIC COMMENTS PERIOD**

## **2. APPROVAL OF MINUTES – MAY 22, 2017**

*Finance Committee Minutes - Page 4*

## **3. 2017 COMMITTEE WORK PLAN**

*2017 Work Plan - Page 14*

## **4. BUDGETS/CAPITAL CYCLE**

### **BudgetWatch (Handout)**

### **Finance Watch**

*Finance Watch - Page 22*

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

### **Action Items**

*Electricity Transmission Congestion Contracts - Page 32*

*Approval of Owner Controlled Insurance Program Budget - Page 34*

*2017 State PWEF Assessment - Page 37*

### **Report and Information Items**

*Contract Change Order Report - Page 38*

Update on IT Transformation Presentation (Exhibit Book and MTA.Info)

Update on Procurement Consolidation Presentation (Exhibit Book & MTA.Info)

DRAFT 1st Quarter 2017 MTA Financial Statement (Exhibit Book and MTA.info)

### **Procurements**

*MTAHQ Procurement Report - Page 42*

*MTAHQ Non-Competitive Procurements - Page 44*

*MTAHQ Competitive Procurements - Page 47*

## **6. METRO-NORTH RAILROAD & LONG ISLAND RAIL ROAD**

*MNR Action Item - Page 50*

## **7. NEW YORK CITY TRANSIT, and MTA BUS OPERATIONS**

**8. BRIDGES AND TUNNELS**

*B & T Procurements - Page 64*

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

**10. MTA CONSOLIDATED REPORTS**

*Statement of Operations - Page 74*

*Overtime - Page 82*

*Subsidy, Interagency Loans and Stabilization Fund Transactions - Page 87*

*Debt Service - Page 95*

*Positions - Page 97*

*Farebox Operating and Recovery Ratios - Page 100*

*MTA Ridership - Page 101*

*Fuel Hedge Program - Page 125*

**11. REAL ESTATE AGENDA**

**Action Items**

*Real Estate Action Items - Page 128*

**Report and Information Items**

*Real Estate Info Items - Page 137*

**12. EXECUTIVE SESSION**

Date of next meeting: July 24th @12:30 pm

Minutes of the MTA Finance Committee Meeting  
May 22, 2017  
2 Broadway, 20th Floor Board Room  
New York, NY 10004  
12:30 PM

The following Finance Committee members attended:

Hon. Lawrence Schwartz, Chair  
Hon. Fernando Ferrer, Vice Chair  
Hon. David R. Jones  
Hon. Mitchell H. Pally  
Hon. Veronica Vanterpool  
Hon. James E. Vitiello  
Hon. Carl V. Wortendyke

The following Finance Committee members did not attend:

Hon. Ira Greenberg  
Hon. Charles G. Moerdler  
Hon. John J. Molloy  
Hon. John Samuels  
Hon. Polly Trottenberg  
Hon. Peter Ward  
Hon. Neal Zuckerman

The following Board Members were also present:

Hon. Andrew Albert  
Hon. Susan G. Metzger

The following MTA staff attended:

Robert Foran  
Douglas Johnson  
Marcia Tannian  
Wael Hibri  
Jeffrey Rosen

Chairman Schwartz called the May 22, 2017 meeting of the Finance Committee to order at 12:43 PM.

### **I. Public Comments**

There were two public speakers. Mr. Jason Pinero discussed issues related to increasing the budget for improving equipment and upgrading the system's infrastructure. Mr. Murray Bodin discussed changes and cooperation in MTA, and noted that he plans to meet with management and Board members to view areas assets and projects and that he is hopeful these meetings will aid in bringing about further changes.

## **II. Approval of Minutes**

The Committee approved the minutes to its prior meeting held on April 24, 2017.

## **III. Committee Work Plan**

There were no changes to the Work Plan (see pages 12 through 19 of the Committee book for the full Work Plan).

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

### **A. BudgetWatch**

Mr. Douglas Johnson presented BudgetWatch (see the MTA website for the entire BudgetWatch <http://web.mta.info/mta/ind-finance/budgetwatch.pdf>). He noted that reporting in this month's BudgetWatch focused on April operating results and subsidy results through May, and compared those results with the Adopted Budget.

**Revenues:** Mr. Johnson reported that passenger revenues was \$1.6 million below budget, which increased the unfavorable YTD variance to \$26.8 million. He noted the YTD variance reflects the impact of weather conditions, especially winter storm Stella in March. Mr. Johnson noted the April variance mainly reflects lower bus ridership, which was partially offset by favorable subway ridership. Commuter rail revenue was on target for the month, but is slightly unfavorable YTD. Toll revenue was unfavorable in April, reflecting a lower average toll due to higher E-ZPass usage, but YTD toll revenue was on target.

**Expenses:** Mr. Johnson reported that expenses in April were \$55 million favorable, which increased the YTD favorable variance to \$138 million. Mr. Johnson explained that while energy costs are driving some of the favorable result, much of the overall variance appears to be timing-related. He further noted that within the expense totals, overtime expenses were \$5.9 million, or 11.3%, unfavorable, due to higher overtime at NYCT. And, YTD overtime results, which include the impact of the winter storm Stella, were \$19.9 million, or 7.9%, unfavorable. Debt service costs were unfavorable for the month due to a pre-refunding that occurred in April, but was initially scheduled for May, so it is contemplated that the result of the unfavorable timing will reverse itself. Mr. Johnson noted that YTD, debt service costs remain favorable due to lower than budgeted variable interest rates and a favorable \$32 million timing variance from 2016.

**Subsidies:** Mr. Johnson reported combined subsidies as being unfavorable by \$47 million, noting that while Payroll Mobility Tax receipts were favorable by \$46 million, they offset just over half of the shortfall in real estate transaction tax collections. He further noted after a positive month in January (which captured the transactions from December), May marks the fourth consecutive month of weak real estate related tax collections.

**Overall Results:** Mr. Johnson noted that while overall results have been mixed, they net out slightly positive. He commented that on the positive side there is lower spending on expenses for operations and debt service. Mr. Johnson noted that timing delays in expenditures means that some of this positive variance will likely erode as the year continues. Also he reported that on the positive side, PMT and PBT collections are modestly favorable, and on the negative side,

passenger revenue has been below budget, although mostly due to weather. Lastly, Mr. Johnson commented that in the March meeting, he had expressed concern about real estate transactions taxes, noting that if lower collections were to continue, it would erode otherwise positive results. The weak collections from real estate have now occurred during four consecutive months. Mr. Johnson noted that staff will continue to monitor and incorporate changes into a revised forecast in the July Financial Plan.

**Discussion:** Chairman Schwartz inquired regarding whether staff will have a plan to address a negative trend in real estate transactions taxes. Mr. Johnson confirmed that they will be proactive in applying the most up-to-date trends and forecasts (including a NYC forecast from City OMB) available when developing the real estate transactions taxes that will be incorporated into the July Financial Plan. Chairman Schwartz further inquired regarding market information on the downward trend in real estate. Mr. Robert Foran responded that Bloomberg has reported a significant downturn in year over year commercial real estate, citing a decline of approximately 58% as the change in this quarter compared to the same time last year. He further noted that it is not clear if this will be a trend, but there are indicators that people are not as aggressive as they were in terms of real estate transactions. Ms. Vanterpool commented that it is vital to receive the full support from the State, especially in Payroll Mobility Taxes and replacement funds. Mr. Johnson noted that PMT receipts have been favorable and if the numbers come in higher, the dollars received will come to the MTA (per statute).

## **B. FinanceWatch**

Ms. Marcia Tannian presented FinanceWatch (see pages 20 through 29 of the Committee book for the complete FinanceWatch report).

**Annual Disclosure:** Ms. Tannian commented that on April 28, 2017, MTA completed its annual disclosure filings per the Securities and Exchange Commission (SEC) Rule 15c2-12. She noted that the project is a substantial undertaking that included the operating agencies, HQ departments, and others and thanked them for their assistance. She further acknowledged the work by disclosure counsel, Hawkins, Delafield, & Wood, LLP and MTA Deputy General Counsel, Isabel Guerra, in leading the annual disclosure project.

**Dedicated Tax Fund Green Bonds:** Ms. Tannian reported on the Dedicated Tax Fund (DTF) Green Bonds, Series 2017B transaction, total \$680.27 million, that closed recently. Long-term bonds were issued to retire \$350 million of outstanding DTF Bond Anticipation Notes. Additionally, due to favorable market conditions, the size of the transaction was increased to include refunding bonds, which refunded par of \$386.9 million of outstanding DTF debt. The refunding resulted in net present value savings of \$35.87 million, or 9.27%, of refunded par. Ms. Tannian noted there was good retail and institutional investor response, and the all-in True Interest Cost for the entire issuance was 3.63%. The transaction was led by book-running senior manager Ramirez & Co, and special co-senior managers Academy Securities, Inc., a Service-Disabled Veteran-Owned firm, Alamo Capital, a WBE firm, and the MBE joint venture team of PNC Capital Markets and the Williams Capital Group. Ms. Tannian noted the State BIC fee was waived for the refunding portion of the bonds. Lastly, Ms. Tannian commented that, as previously discussed in Finance Committee, the DTF credit is getting close to capacity, so this transaction will be the last of DTF “new money” for a while, and future transactions on the DTF credit will be remarketings and refundings, if a refunding opportunity arises.

**Remarketing:** Ms. Tannian reported on a DTF remarketing, closing on May 25, 2017. The MTA remarketed \$82.6 million of Dedicated Tax Fund Variable Rate Refunding Bonds, Subseries 2008A-2a (SIFMA Floating Rate Tender Notes), because the current rate was ready to expire by its terms. This transaction was priced on a competitive basis, with Bank of America Merrill Lynch winning the bid. The bonds are being remarketed as five year FRNs, priced at SIFMA plus 45 basis points.

**Upcoming Transactions:** Ms. Tannian noted two upcoming transactions. One is the DTF Variable Rate Refunding Bonds, Subseries 2008A-1, which is supported by a letter of credit from RBC, expiring by its terms. There will be a new letter of credit substituted by TD Bank. Also, in June, there will be an approximately \$700 million Transportation Revenue Bond Anticipation Notes transaction, providing new money proceeds for approved transit and commuter projects.

**Fuel Hedge:** Ms. Tannian reported that on April 27, 2017, MTA executed a 2.89 gallon ultra-low sulfur diesel fuel hedge with Goldman, Sachs & Co./J Aron at an all-in price of \$1.592/gallon. MTA's existing approved commodity counterparties participated in bidding on the transaction: Cargill Incorporated; Goldman, Sachs & Co./ J Aron; J.P. Morgan Ventures Energy Corporation; and Macquarie Group. The hedge covers the period from April 2018 through March 2019.

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

### **A. Action Items**

Mr. Johnson reported that there were two action items.

#### **1. Payroll Mobility Tax Bond Resolution for submission to the Capital Program Review Board**

Mr. Johnson reported that the item seeks to obtain Board approval of the resolution authorizing the submission of the drafts of the Payroll Mobility Tax Obligation Resolution, Standard Resolution Provisions, and Supplemental Resolution Provisions to the Capital Program Review Board (CPRB) for approval. Once approved by the CPRB, the full set of credit documents will be resubmitted to the Finance Committee and the MTA Board for formal adoption (see pages 30 through 200 of the Committee book).

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

#### **2. Approval of Outside Counsel**

Mr. Johnson reported the next action item seeks Board approval to enter into retainer agreements with attorneys and law firms identified through a competitive RFP process. The firms and attorneys will provide legal services at competitive rates on an as-needed basis in specific areas of expertise, where retention of outside counsel may be necessary (see pages 201 through 205 of the Committee book).

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

## **B. Reports and Information Items**

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

### **1. Station Maintenance Billings Approval**

Mr. Johnson reported that the first information item is to advise the Board regarding the station maintenance billing to New York City and the counties for the period April 1, 2016 to March 31, 2017. Billings that total \$166.1 million reflect a net increase in the CPI factor for the twelve month period ending March 31, 2017, which was 2.403%, which resulted in a \$3.9 million increase over the prior year's billed amount (see pages 206 through 210 of the Committee book).

**Discussion:** Mr. Albert inquired whether MTA receives a report regarding collections from the counties. Mr. Johnson confirmed that the MTA Budget staff receive status updates of the collections and report on it in October, but that the counties submit 100% of the billings as required. Mr. Pally noted that statute protects MTA and ensures payments from the counties.

### **2. Annual Pension Report**

Mr. Johnson introduced Mr. Sean Crawford, Chief Investment Officer for the annual Pension Fund presentation (see the Board materials on the MTA website for the full presentation <http://web.mta.info/mta/news/books/docs/2017%2005%20Year%20End%202016%20Board%20Report%20-%20Final.pdf>).

Mr. Crawford highlighted the strengths of the portfolio with \$6.6 billion for MTA Sponsored Defined Pension Plans and \$5.3 billion for MTA Deferred Compensation Plan, and noted the portfolios are in great shape and have outperformed the markets and peer groups. The growth was achieved while still maintaining the conservative approach from previous years. The funding levels dipped a bit, but that is due mostly to performance in previous years being under targets and salaries and compensation costs being higher than expected by actuaries. He further noted that so far this year through April, the return is up 5%, net of fees. Mr. Crawford noted that MTA is following a determined contribution schedule, as per the actuaries, but when it is possible to put extra money (catch up contributions) to a plan, and help further close the funding gap, that is done. For example, the LIRR Additional Plan received catch up contributions in 2015 and 2016. Mr. Crawford discussed the market overview and outlook and that it may be challenging to generate returns going forward because valuations are high, volatility is low, and leverage is increasing. He noted that the portfolio is highly diversified and well-rounded, and that asset allocation is regularly reviewed to ensure the best asset allocation policy to increase returns and reduce risk across the portfolio. The return assumption, net of fees, is a 7% return target, which is a somewhat more conservative assumption than the peer group, but he anticipates that others will be coming down to that target. Mr. Crawford reported the funding status of the MTA sponsored plans, with MTA Defined Benefit Plans at 68.8%, MaBSTOA at 67.3%, and LIRR Additional Plan at 46.0%. Mr. Crawford noted that the funding status reflects a three-year smoothing of performance, so as returns improve, the percentages will improve. Lastly, Mr. Crawford reported that approximately \$1 billion in assets are managed by MWBE firms, and that MTA continues to



engage with new and best investment relationships and expects the number of MWBE firms will increase.

**Discussion:** Mr. Vitiello inquired regarding the funding status of NYCERs. Mr. Crawford indicated he believed it is approximately 68%, similar to the MTA Defined Benefit Plans. Mr. Ferrer inquired about the return target for NYCERs. Mr. Crawford responded that it is now 7%, similar to MTA.

### **C. Procurements**

Mr. Wael Hibri reported there were four procurements (one non-competitive, two competitive, and one ratification) for MTA Headquarters for a total of \$42,183,474 (see pages 211 through 221 of the Committee book).

Mr. Hibri highlighted the non-competitive item which requests approval to award a consolidated all-agency amendment to various non-competitive, Board-approved agreements with Oracle America Inc. for software/hardware support, maintenance, and subscriptions services for a thirty-six month period, through May 29, 2020. The amendment will preserve all terms and conditions from previous contracts and will ensure a 0% escalation over the three year term. Mr. Hibri discussed the two competitive procurements. One is for a competitively-negotiated, multi-agency personal services contract to CH2M Hill to provide consulting services for development of crew dispatching and timekeeping systems. The second is for an amendment to Metro-North's contract with Choice for supply of hardware and fasteners.

The fourth item seeks ratification of the award of a contract to Carahsoft Technology Corporation, Inc. for design implementation and support of an open source content management system for the B-Division countdown clocks for thirty months retroactively from October 2016 through April 2019.

**Discussion:** Mr. Vitiello inquired about the Oracle agreement and what the percentage is for maintenance. Mr. Hibri responded that the maintenance is relatively stable because it is percentage of the annual cost. With further inquiry, Mr. Hibri noted that on the PeopleSoft enterprise licensing agreement, which is the base agreement, the percentage is 18% for maintenance, but typically maintenance is higher if the purchases are for smaller quantities.

The Committee voted to recommend the procurement items and the ratification item before the Board for approval. Ms. Vanterpool abstained from the vote on the CH2M Hill procurement item.

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

### **A. Procurements**

Mr. Hibri reported that there were six procurements for Metro-North for a total of \$46,289,608. One is a non-competitive procurement for a modification to a miscellaneous service contract. Five are competitive procurements, including four requests to use the RFP process (three of which are jointly with LIRR), and one related to a public works contract (see pages 222 through 232 of the Committee book).

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

## **VII. LIRR**

### **A. Procurement**

Mr. Hibri reported that there was one non-competitive miscellaneous procurement for an inter-governmental lease agreement for leasing passenger coach cars for a total of \$4,159,700 (see page 234 of the Committee book).

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

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

### **A. Procurements**

Mr. Hibri reported that there were three procurements (one non-competitive and two competitive) for NYCT/MTA Bus Operations for a total of \$16,422,118 (see pages 236 through 239 of the Committee book).

The Committee voted to recommend the procurement items before the Board for approval. Ms. Vanterpool abstained on the vote related to the CH2M Hill procurement item.

## **IX. Bridges and Tunnels**

### **A. Procurements**

Mr. Hibri reported that there were three competitive procurements for Bridges & Tunnels for a total of \$11,009,005 (see pages 240 through 244 of the Committee book).

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

## **X. FMTAC**

Ms. Phyllis Rachmuth, Director, Risk & Insurance Management, presented the First Mutual Transportation Assurance Company (FMTAC) annual presentation (see the MTA website <http://web.mta.info/mta/news/books/docs/170518%20FMTAC%20Finance%20Presentation%20Final.pdf> for the full presentation). Ms. Nora Ostrovskaya, Director of Strategic Initiatives, joined Ms. Rachmuth for the discussion. The full FMTAC report includes the audited financial statements, actuarial loss reserve certification, and the investment performance report and is available on the MTA website under Board and Committee Meeting Materials: <http://web.mta.info/mta/news/books/docs/2017%20FMTAC%20Meeting%20Book%20v2.pdf>.

Ms. Rachmuth provided an insurance program update, noting that FMTAC is celebrating its 20-year anniversary and was the first licensed captive insurer in the State. Ms. Rachmuth noted that FMTAC began with \$3 million, which was paid back to MTA the next year. Currently, FMTAC has assets of \$560 million, used to administer various coverage programs. Ms. Rachmuth discussed the two major programs, the Excess Liability Program and the Property

Program. The Excess Liability Program provides third party liability coverage in excess of the different MTA agencies' self-insured retentions (\$11 million for LIRR, NYCT, Metro-North, and MTA Bus, and \$3.2 million for SIRTOA, B&T, and MTA). FMTAC insures the first \$50 million layer excess of the retentions. For property insurance, each agency within the MTA family has a self-insured retention of \$25 million and FMTAC provides coverage excess of that with \$800 million in limits. After Superstorm Sandy, property insurance capacity available to FMTAC was reduced and FMTAC looked to alternative risk financing, which provided additional limits and catastrophe coverage. Ms. Rachmuth noted that the first MetroCat transaction occurred the summer following Superstorm Sandy. MetroCat matured in July 2016, and additional Board authorization was received to enter into another similar transaction. She further noted that domestic insurance markets have decreased dramatically, and having this ability to access the capital markets for property reinsurance has been an economically successful alternative for FMTAC. Ms. Ostrovskaya discussed the approach and strategies for property reinsurance, noting that traditional reinsurance markets are found in Asia, Zurich, London, Bermuda, and domestically. She further noted that FMTAC looks at all the markets for the best rates. Additionally, there are capital markets, including Cat Bond investors and stand-alone investors. Ms. Ostrovskaya highlighted the differences between the two markets, especially the level of risk acceptable to the investor portfolios. FMTAC employs a strategy of maximizing tension inside each market as well as between the two markets. The FMTAC process begins in January and the staff utilizes the strategies to provide the best coverage to MTA at the lowest possible rate. Lastly, Ms. Rachmuth reported that FMTAC was able to pursue, per the Board authorization, a capital market MetroCat transaction providing \$125 million of property reinsurance for storm surge and earthquake losses that reach specified index values. She noted that with the strategies utilized, there was a net decrease of 15% in the cost of the 2017 Property Program compared to 2016.

## **XI. MTA Consolidated Reports**

This month's consolidated reports include: March results versus Adopted Budget, including statements of operations; overtime reports; subsidy, interagency loans and stabilization fund transactions; debt service; positions; farebox operating and recovery ratios; MTA ridership; and the fuel hedge program (see pages 248 through 301 of the Committee book).

## **XII. Real Estate Agenda**

### **A. Action Items**

Mr. Rosen reported that there were four action items, noting three staff summaries are in the Committee Book and one is a walk-in item (see pages 302 through 321 of the Committee book for real estate action and information items, and see the MTA website for the walk-in action item <http://web.mta.info/mta/news/books/docs/5-May-Outfront.pdf>).

Mr. Rosen highlighted one item that seeks authorization to complete financing of the multi-party Moynihan Station redevelopment project, noting that MTA's role includes entering into a lease agreement with Empire State Development (ESD) for a condominium unit to be occupied by the MTA at Moynihan Station and providing credit support to the ESD financing agreement for a federal TIFIA loan. Mr. Rosen noted that in February, the Board approved \$100 million direct financing for the Moynihan Station project in a Capital Program amendment.

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

Next, Mr. Rosen discussed the walk-in action item, which is related to the competitive RFP for advertising that is expected to transform advertising mostly to digital and improve customer communication throughout the network. Mr. Rosen noted the results of the RFP are not complete, so the action item is seeking authorization for a 90-day extension of the existing advertising licenses with Outfront.

**Discussion:** Mr. Pally inquired about the additional communication improvements and whether they will apply to commuter rail as well as transit. Mr. Rosen confirmed that the communication upgrades will occur on an agency-wide basis, improving communication throughout the entire MTA system.

The Committee voted to recommend the advertising action item and the remaining action items before the Board for approval. Mr. Ferrer recused himself from the discussion and vote on the extension of advertising licenses.

### **XIII. Adjournment**

Upon motion duly made and seconded, the May 22, 2017 meeting of the Finance Committee was adjourned at 1:35 PM.

Respectfully submitted,

Marcia Tannian  
Assistant Director, Finance

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# 2017 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

### **July 2017**

2018 Preliminary Budget/July Financial Plan 2018-2021  
(Joint Session with MTA Board)

MTA Div. Mgmt/Budget

### **September 2017**

2018 Preliminary Budget/July Financial Plan 2018-2021  
(materials previously distributed)

MTA Div. Mgmt/Budget

#### *Action Item:*

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

MTA Grant Mgmt.

#### *Other:*

Contract Change Order Report  
DRAFT MTA Financial Statements 2<sup>nd</sup> Quarter for the Six-Months  
Ended June 2017

MTA Proc., Agencies

MTA Comptroller

### **October 2017**

2018 Preliminary Budget/July Financial Plan 2018-2021  
(materials previously distributed)

MTA Div. Mgmt/Budget

#### *Other:*

Update on the Business Service Center  
Annual Review of MTA's Derivative Portfolio -  
Including Fuel Hedge  
MTA 2017 Semi-Annual Investment Report

MTA BSC

MTA Finance

MTA Treasury

### **November 2017**

2018 Final Proposed Budget/November Financial Plan 2018-2021  
(Joint Session with MTA Board)

MTA Div. Mgmt/Budget

#### *Other:*

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

MTA Comptroller

MTA CFO

### **December 2017**

Adoption of 2018 Budget and 2018-2021 Financial Plan

MTA Div. Mgmt/Budget

*Action Items:*

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

*Other:*

Draft 2018 Finance Committee Work Plan	MTA Div. Mgmt/Budget
Contract Change Order Report	MTA Proc., Agencies

**January 2018**

*Other:*

Special Report: Finance Department 2017 Year-End Review	MTA Finance
DRAFT MTA Financial Statements 3 <sup>rd</sup> Quarter for the Nine-Months Ended September 2017	MTA Comptroller

**February 2018**

*Action Items:*

2017 TBTA Operating Surplus	B&T/MTA
Mortgage Recording Tax – Escalation Payments to Dutchess, Orange and Rockland Counties	MTA Treasury, MTA Div. Mgmt/Budget

*Other:*

February Financial Plan 2018-2021	MTA Div. Mgmt/Budget
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**March 2018**

*Action Items:*

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

*Other:*

MTA Prompt Payment Annual Report 2017	MTA BSC
Contract Change Order Report	MTA Proc., Agencies

**April 2018**

*Action Item:*

MTA 2017 Annual Investment Report	MTA Treasury
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*Other:*

Annual Report on Variable Rate Debt	MTA Finance
DRAFT MTA Financial Statements Fiscal Year-End Twelve-Months Ended December 2017	MTA Comptroller

**May 2018**

*Other:*

Station Maintenance Billings Approval	MTA Comptroller
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 2018**

### *Action Item:*

PWEF Assessment

MTA Capital Program Mgmt/  
MTA Div. Mgmt/Budget

### *Other:*

Update on IT Transformation  
Update on Procurement Consolidation  
Contract Change Order Report  
DRAFT MTA Financial Statements 1<sup>st</sup> Quarter for the  
Three-Months Ended March 2018

MTA Information Technology  
MTA Procurement  
MTA Proc., Agencies  
  
MTA Comptroller

## **DETAILS**

## **JULY 2017**

### 2018 Preliminary Budget/July Financial Plan 2018-2021 (Joint Session with MTA Board)

The Chief Financial Officer and MTA Budget Division will present an updated forecast for 2017, a Preliminary Budget for 2017, and an updated Financial Plan for 2018-2021.

## **SEPTEMBER 2017**

### 2018 Preliminary Budget/July Financial Plan 2018-2021

Public comment will be accepted on the 2018 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.

### DRAFT MTA Financial Statements for the Six-Months Ended, June 2017

Included for information is a copy of the Independent Accountant's Review Report of MTA Financial Statements for the Six-Months ended, June 30, 2017.

## **OCTOBER 2017**

### 2018 Preliminary Budget/July Financial Plan 2018-2021

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 2017 Semi-Annual Investment Report

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

**NOVEMBER 2017**

2018 Final Proposed Budget/November Financial Plan 2018-2021 (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 2018-2021.

*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, 2017.

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 2017**

Adoption of 2018 Budget and 2018-2021 Financial Plan

The Committee will recommend action to the Board on the Final Proposed Budget for 2018 and 2018-2021 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 2018 Finance Committee Work Plan

The MTA Chief Financial Officer will present a proposed 2018 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 2018**

*Other:*

#### Special Report: Finance Department 2017 Year-End Review

The MTA Finance Department will present a report that summarizes financing activities for 2017.

#### DRAFT MTA Financial Statements for the Nine-Months Ended, September 2017

Included for information is a copy of the Independent Accountant's Review Report of MTA Financial Statements for the Nine-Months ended, September 30, 2017.

### **FEBRUARY 2018**

*Action Items:*

#### 2017 TBTA Operating Surplus

MTA Bridges and Runnels should be prepared to answer questions on a staff summary requesting (1) transfer of TBTA 2017 Operating Surplus and Investment Income, (2) advances of TBTA 2017 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 2018-2021

The MTA Division of Management and Budget will present for information purposes a revised 2018-2021 Financial Plan reflecting any technical adjustments from the Adopted Budget and the incorporation of certain "below-the-line" policy actions into the baseline.

## **MARCH 2018**

### *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

The Senior Director of the MTA Business Service Center should be prepared to discuss a report, to be included in the Agenda materials, that reviews MTA-wide success in meeting mandated prompt-payment deadlines (including the interest penalties incurred as a result of late payment).

#### Contract Change Order Report

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

## **APRIL 2018**

### *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.

#### DRAFT MTA Financial Statements for the Twelve-Months Ended, December 2017

Included for information is a copy of the Independent Accountant's Audit Report of MTA Financial Statements for the Twelve-Months ended, December 31, 2017.

## **MAY 2018**

*Other:*

### **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.

### **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 2017 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. The MTA Risk and Insurance Management Divisions, along with the FMTAC's outside managers, should be prepared to answer questions on reports.

## **JUNE 2018**

*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.

DRAFT MTA Financial Statements for the Three-Months Ended, March 2018

Included for information is a copy of the Independent Accountant's Review Report of MTA Financial Statements for the Three-Months ended, March 31, 2018.

# FinanceWatch

June 19, 2017

## **Ratings Upgrade**

On June 7, 2017, Fitch Ratings issued a press release announcing an upgrade of MTA Transportation Revenue Bonds to 'AA-' from 'A,' with a stable outlook. In addition, Fitch Ratings also upgraded the outstanding MTA Transportation Revenue BANs to 'F1+' from 'F1'. The release noted the upgrade to the AA- rating reflects the enhanced assessment of MTA's: leverage profile; strong gross pledged revenues; and key statutory provisions as a result of the application of Fitch's Public Sector Revenue-Supported Debt criteria published on June 5, 2017.

## **Financing Activity**

### **\$82,575,000 MTA Dedicated Tax Fund, Subseries 2008A-2a**

On May 25, 2017, MTA effectuated a mandatory tender and remarketed \$82.575 million of MTA Dedicated Tax Fund Bonds, Subseries 2008A-2a because its current interest rate period was set to expire by its terms. Orrick, Herrington & Sutcliffe LLP and Bryant Rabbino LLP served as co-bond counsel and Public Resources Advisory Group and Backstrom McCarley served as co-financial advisors.

## **Upcoming Transactions**

### **\$167,435,000 MTA Dedicated Tax Fund Variable Rate Refunding Bonds, Subseries 2008A-1**

On June 14, 2017, MTA will effectuate a mandatory tender and remarket \$167.435 million of MTA Dedicated Tax Fund Variable Rate Refunding Bonds, Subseries 2008A-1 because the irrevocable direct-pay letter of credit issued by Royal Bank of Canada, acting through its New York branch, will be substituted with an irrevocable direct-pay letter of credit issued by TD Bank, N.A. TD Securities will serve as remarketing agent. Orrick, Herrington & Sutcliffe LLP and Bryant Rabbino LLP will serve as co-bond counsel and Public Resources Advisory Group and Backstrom McCarley will serve as co-financial advisors.

### **\$700,000,000 MTA Transportation Revenue Bond Anticipation Notes, Series 2017B**

In June 2017, MTA expects to issue \$700 million of MTA Transportation Revenue Bond Anticipation Notes, Series 2017B through a competitive bidding process, to finance existing approved transit and commuter projects. Nixon Peabody LLP and D. Seaton and Associates will serve as co-bond counsel and Public Resources Advisory Group and Backstrom McCarley will serve as co-financial advisors.

### **\$500,000,000 MTA Transportation Revenue Green Bonds, Series 2017B**

In June 2017, MTA plans to issue long-term bonds to pay off the existing outstanding 2017A-1 Bond Anticipation Notes, in the amount of \$500 million. Nixon Peabody LLP and D. Seaton and

Associates will serve as co-bond counsel and Public Resources Advisory Group and Backstrom McCarley will serve as co-financial advisors.

**Fuel Hedging Program**

**\$4,687,603 Diesel Fuel Hedge**

On May 30, 2017, MTA executed a 2,914,270 gallon ultra-low sulfur diesel fuel hedge with Goldman Sachs & Co./J Aron at an all-in price of \$1.6085/gallon. MTA's existing approved commodity counterparties participated in bidding on the transaction: Cargill Incorporated; Goldman, Sachs & Co./ J Aron; J.P. Morgan Ventures Energy Corporation; and Macquarie Group. The hedge covers the period from May 2018 through April 2019.

# METROPOLITAN TRANSPORTATION AUTHORITY

## FEBRUARY FINANCIAL PLAN - Adopted Budget

### Debt Service

May 2017

(\$ in millions)

	Adopted Budget	Actual	Variance	% Var	Explanation
Dedicated Tax Fund:					
NYC Transit	\$15.0	\$7.5	\$7.5		
Commuter Railroads	2.0	1.6	0.4		
<b>Dedicated Tax Fund Subtotal</b>	<b>\$17.0</b>	<b>\$9.1</b>	<b>\$7.9</b>	<b>46.3%</b>	Reversal of previous month's timing difference.
MTA Transportation Revenue:					
NYC Transit	\$60.0	\$35.8	\$24.1		
Commuter Railroads	44.1	23.1	21.0		
MTA Bus	1.8	0.0	1.8		
SIRTOA	0.1	0.0	0.1		
<b>MTA Transportation Revenue Subtotal</b>	<b>\$106.0</b>	<b>\$58.9</b>	<b>\$47.0</b>	<b>44.4%</b>	Reversal of previous month's timing difference.
2 Broadway COPs:					
NYC Transit	\$0.0	\$0.5	(\$0.5)		
Bridges & Tunnels	0.0	0.1	(0.1)		
MTA HQ	0.0	0.0	0.0		
Commuter Railroads	0.0	0.1	(0.1)		
<b>2 Broadway COPs Subtotal</b>	<b>\$0.0</b>	<b>\$0.7</b>	<b>(\$0.7)</b>	<b>0.0%</b>	
TBTA General Resolution (2):					
NYC Transit	\$14.7	\$17.4	(\$2.8)		
Commuter Railroads	6.9	8.2	(1.3)		
Bridges & Tunnels	19.0	26.7	(7.7)		
<b>TBTA General Resolution Subtotal</b>	<b>\$40.5</b>	<b>\$52.3</b>	<b>(\$11.8)</b>	<b>-29.2%</b>	Timing of debt service deposits.
TBTA Subordinate (2):					
NYC Transit	\$6.1	\$5.9	\$0.2		
Commuter Railroads	2.7	2.6	0.1		
Bridges & Tunnels	2.4	2.3	0.1		
<b>TBTA Subordinate Subtotal</b>	<b>\$11.2</b>	<b>\$10.8</b>	<b>\$0.3</b>	<b>2.9%</b>	
<b>Total Debt Service</b>	<b>\$174.6</b>	<b>\$131.9</b>	<b>\$42.7</b>	<b>24.5%</b>	
Debt Service by Agency:					
NYC Transit	\$95.7	\$67.2	\$28.6		
Commuter Railroads	55.6	35.6	20.0		
MTA Bus	1.8	0.0	1.8		
SIRTOA	0.1	0.0	0.1		
Bridges & Tunnels	21.4	29.1	(7.7)		
MTAHQ	0.0	0.0	0.0		
<b>Total Debt Service</b>	<b>\$174.6</b>	<b>\$131.9</b>	<b>\$42.7</b>	<b>24.5%</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**  
**May 2017 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	\$143.5	\$139.9	\$3.7		
Commuter Railroads	28.0	27.4	0.6		
<b><i>Dedicated Tax Fund Subtotal</i></b>	<b>\$171.5</b>	<b>\$167.2</b>	<b>\$4.3</b>	<b>2.5%</b>	
MTA Transportation Revenue:					
NYC Transit	\$379.5	\$355.9	\$23.6		
Commuter Railroads	250.1	228.2	21.9		
MTA Bus	9.3	0.0	9.3		
SIRTOA	0.3	0.0	0.3		
<b><i>MTA Transportation Revenue Subtotal</i></b>	<b>\$639.3</b>	<b>\$584.1</b>	<b>\$55.2</b>	<b>8.6%</b>	Lower than budgeted variable rates and timing of new money bond issuance.
2 Broadway COPs:					
NYC Transit	\$0.0	\$1.9	(\$1.9)		
Bridges & Tunnels	0.0	0.3	(0.3)		
MTA HQ	0.0	0.0	0.0		
Commuter Railroads	0.0	0.6	(0.6)		
<b><i>2 Broadway COPs Subtotal</i></b>	<b>\$0.0</b>	<b>\$2.8</b>	<b>(\$2.8)</b>	<b>0.0%</b>	
TBTA General Resolution (2):					
NYC Transit	\$73.3	\$74.2	(\$0.9)		
Commuter Railroads	34.5	34.9	(0.4)		
Bridges & Tunnels	111.6	113.7	(2.1)		
<b><i>TBTA General Resolution Subtotal</i></b>	<b>\$219.4</b>	<b>\$222.9</b>	<b>(\$3.4)</b>	<b>-1.6%</b>	
TBTA Subordinate (2):					
NYC Transit	\$30.5	\$27.1	\$3.4		
Commuter Railroads	13.4	11.9	1.5		
Bridges & Tunnels	12.0	10.7	1.3		
<b><i>TBTA Subordinate Subtotal</i></b>	<b>\$55.9</b>	<b>\$49.7</b>	<b>\$6.2</b>	<b>11.1%</b>	Lower than budgeted variable rates.
<b>Total Debt Service</b>	<b>\$1,086.1</b>	<b>\$1,026.7</b>	<b>\$59.4</b>	<b>5.5%</b>	
Debt Service by Agency:					
NYC Transit	\$626.9	\$599.0	\$27.9		
Commuter Railroads	325.9	303.0	22.9		
MTA Bus	9.3	0.0	9.3		
SIRTOA	0.3	0.0	0.3		
Bridges & Tunnels	123.7	124.7	(1.1)		
MTAHQ	0.0	0.0	0.0		
<b>Total Debt Service</b>	<b>\$1,086.1</b>	<b>\$1,026.7</b>	<b>\$59.4</b>	<b>5.5%</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	RBC	Loop Capital	Merrill Lynch	Goldman	TD Securities
Liquidity Provider	RBC	Bank of Montreal	Helaba	TD Bank	TD Bank
Liquidity/Insurer	LoC	LoC	LoC	LoC	LoC
Par Outstanding (\$m)	74.06	74.06	148.13	42.55	125.00
Swap Notional (\$m)	44.43	44.43	148.13	38.78	125.00
Date	SIFMA	Rate	SIFMA	Rate	SIFMA
4/26/2017	0.90%	0.90%	0.00%	0.91%	0.01%
5/3/2017	0.85%	0.85%	0.00%	0.87%	-0.03%
5/10/2017	0.79%	0.80%	0.01%	0.83%	-0.02%
5/17/2017	0.78%	0.79%	0.01%	0.73%	-0.06%
5/24/2017	0.78%	0.79%	0.01%	0.77%	-0.01%
5/31/2017	0.76%	0.79%	0.01%	0.76%	-0.02%

**Transportation Revenue Bonds**

**Dedicated Tax Fund Bonds**

Issue		TRB 2015E-2		TRB 2015E-3		TRB 2015E-4		DTF 2002B-1	
Remarketing Agent		Citigroup		Citigroup		Loop Capital		Mitsubishi	
Liquidity Provider		Tokyo Mitsubishi		Citibank		Bank of the West		Tokyo Mitsubishi	
Liquidity/Insurer		LoC		LoC		LoC		LoC	
Par Outstanding (\$m)		246.61		197.29		49.11		150.00	
Swap Notional (\$m)		None		None		None		None	
		Spread to		Spread to		Spread to		Spread to	
Date	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA
4/26/2017	0.90%	0.91%	0.01%	0.90%	0.00%	0.97%	0.07%	0.89%	-0.01%
5/3/2017	0.85%	0.84%	-0.01%	0.83%	-0.02%	0.90%	0.05%	0.84%	-0.01%
5/10/2017	0.79%	0.79%	0.00%	0.78%	-0.01%	0.83%	0.04%	0.78%	-0.01%
5/17/2017	0.78%	0.77%	-0.01%	0.76%	-0.02%	0.81%	0.03%	0.78%	0.00%
5/24/2017	0.78%	0.76%	-0.02%	0.75%	-0.03%	0.81%	0.03%	0.78%	0.00%
5/31/2017	0.76%	0.74%	-0.02%	0.73%	-0.03%	0.80%	0.04%	0.76%	0.00%

**TBTA General Revenue Bonds**

Issue		TBTA 2005B-3	
Remarketing Agent		Morgan Stanley	
Liquidity Provider		Tokyo Mitsubishi	
Liquidity/Insurer		LoC	
Par Outstanding (\$m)		191.30	
Swap Notional (\$m)		191.30	
Date	SIFMA	Rate	Spread to SIFMA
4/26/2017	0.90%	0.91%	0.01%
5/3/2017	0.85%	0.86%	0.01%
5/10/2017	0.79%	0.85%	0.06%
5/17/2017	0.78%	0.80%	0.02%
5/24/2017	0.78%	0.78%	0.00%
5/31/2017	0.76%	0.77%	0.01%

Issue		TBTA 2001B		TBTA 2001C		TBTA 2003B-1	
Remarketing Agent		Citigroup		Morgan Stanley		PNC Capital	
Liquidity Provider		State Street		Tokyo Mitsubishi		PNC Bank	
Liquidity/Insurer		LoC		LoC		LoC	
Par Outstanding (\$m)		117.81		117.80		78.42	
Swap Notional (\$m)		None		None		2.05	
		Spread to		Spread to		Spread to	
Date	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA
4/25/2017	0.90%	0.90%	0.00%	0.91%	0.01%	0.90%	0.00%
5/2/2017	0.85%	0.82%	-0.03%	0.86%	0.01%	0.85%	0.00%
5/9/2017	0.79%	0.77%	-0.02%	0.85%	0.06%	0.80%	0.01%
5/16/2017	0.78%	0.75%	-0.03%	0.80%	0.02%	0.77%	-0.01%
5/23/2017	0.78%	0.75%	-0.03%	0.78%	0.00%	0.77%	-0.01%
5/30/2017	0.76%	0.73%	-0.03%	0.77%	0.01%	0.77%	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	Spread to SIFMA		Spread to SIFMA		Spread to SIFMA	
4/25/2017	0.90%	0.90%	0.00%	0.96%	0.06%	0.96%	0.06%
5/2/2017	0.85%	0.82%	-0.03%	0.95%	0.10%	0.95%	0.10%
5/9/2017	0.79%	0.77%	-0.02%	0.95%	0.16%	0.95%	0.16%
5/16/2017	0.78%	0.75%	-0.03%	0.95%	0.17%	0.95%	0.17%
5/23/2017	0.78%	0.75%	-0.03%	0.95%	0.17%	0.95%	0.17%
5/30/2017	0.76%	0.74%	-0.02%	0.95%	0.19%	0.95%	0.19%

Report Date 6/1/2017

**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	
Remarketing Agent		N/A		N/A	
Initial Purchase Date		5/15/2017		5/15/2018	
Liquidity/Insurer		None		None	
Par Outstanding (\$m)		100.00		100.00	
Swap Notional (\$m)		100.00		100.00	
Date	67% of 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR
4/26/2017	0.67%	1.15%	0.48%	1.28%	0.61%
5/3/2017	0.66%	1.16%	0.49%	1.29%	0.62%
5/10/2017	0.66%	1.16%	0.49%	1.29%	0.62%
5/17/2017	0.67%	1.16%	0.48%	1.29%	0.61%
5/24/2017	0.69%	1.16%	0.47%	1.29%	0.60%
5/31/2017	0.71%	1.16%	0.45%	1.33%	0.61%

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		2/1/2022		11/1/2017	
Liquidity/Insurer		None		None		None		None	
Par Outstanding (\$m)		13.80		42.58		56.89		99.56	
Swap Notional (\$m)		12.58		38.80		51.85		56.22	
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
4/26/2017	0.67%	1.49%	0.82%	1.14%	0.47%	1.48%	0.81%	1.01%	0.34%
5/3/2017	0.66%	1.50%	0.83%	1.15%	0.48%	1.49%	0.82%	1.02%	0.35%
5/10/2017	0.66%	1.50%	0.83%	1.15%	0.48%	1.49%	0.82%	1.02%	0.35%
5/17/2017	0.67%	1.50%	0.82%	1.15%	0.47%	1.49%	0.81%	1.02%	0.34%
5/24/2017	0.69%	1.50%	0.81%	1.15%	0.46%	1.49%	0.79%	1.02%	0.33%
5/31/2017	0.71%	1.50%	0.79%	1.18%	0.47%	1.49%	0.78%	1.05%	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		2/1/2020		11/1/2017	
Liquidity/Insurer		None		None		None	
Par Outstanding (\$m)		84.45		75.00		73.05	
Swap Notional (\$m)		84.45		75.00		73.05	
Date	67% of 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR
4/26/2017	0.67%	0.96%	0.29%	1.36%	0.69%	1.50%	0.83%
5/3/2017	0.66%	0.97%	0.30%	1.37%	0.70%	1.51%	0.84%
5/10/2017	0.66%	0.97%	0.30%	1.37%	0.70%	1.51%	0.84%
5/17/2017	0.67%	0.97%	0.29%	1.37%	0.69%	1.51%	0.83%
5/24/2017	0.69%	0.97%	0.28%	1.37%	0.67%	1.51%	0.82%
5/31/2017	0.71%	1.00%	0.29%	1.37%	0.66%	1.51%	0.80%

**TBTA General Revenue Bonds**

Issue		TBTA 2005B-4a		TBTA 2005B-4c		TBTA 2005B-4d	
Remarketing Agent		N/A		N/A		N/A	
Initial Purchase Date		2/1/2021		2/1/2019		12/1/2018	
Liquidity/Insurer		None		None		None	
Par Outstanding (\$m)		108.80		38.70		43.80	
Swap Notional (\$m)		108.80		38.70		43.80	
Date	67% of 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR
4/26/2017	0.67%	1.23%	0.56%	0.93%	0.26%	1.11%	0.44%
5/3/2017	0.66%	1.37%	0.70%	1.07%	0.40%	1.25%	0.58%
5/10/2017	0.66%	1.37%	0.70%	1.07%	0.40%	1.25%	0.58%
5/17/2017	0.67%	1.37%	0.69%	1.07%	0.39%	1.25%	0.57%
5/24/2017	0.69%	1.37%	0.67%	1.07%	0.37%	1.25%	0.55%
5/31/2017	0.71%	1.37%	0.66%	1.07%	0.36%	1.25%	0.54%

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)		11.52		None	
Date	67% of 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR
4/26/2017	0.67%	1.01%	0.34%	1.16%	0.49%
5/3/2017	0.66%	1.02%	0.35%	1.17%	0.50%
5/10/2017	0.66%	1.02%	0.35%	1.17%	0.50%
5/17/2017	0.67%	1.02%	0.34%	1.17%	0.49%
5/24/2017	0.69%	1.02%	0.32%	1.17%	0.47%
5/31/2017	0.71%	1.02%	0.31%	1.17%	0.46%

Report Date 6/1/2017

**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		06/01/19		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	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
4/26/2017	0.90%	1.48%	0.58%	1.40%	0.50%	1.26%	0.36%	1.48%	0.58%
5/3/2017	0.85%	1.43%	0.58%	1.35%	0.50%	1.21%	0.36%	1.43%	0.58%
5/10/2017	0.79%	1.37%	0.58%	1.29%	0.50%	1.15%	0.36%	1.37%	0.58%
5/17/2017	0.78%	1.36%	0.58%	1.28%	0.50%	1.14%	0.36%	1.36%	0.58%
5/24/2017	0.78%	1.36%	0.58%	1.28%	0.50%	1.14%	0.36%	1.36%	0.58%
5/31/2017	0.76%	1.34%	0.58%	1.26%	0.50%	1.12%	0.36%	1.34%	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	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
4/26/2017	0.90%	1.65%	0.75%	1.80%	0.90%	1.85%	0.95%	1.90%	1.00%
5/3/2017	0.85%	1.60%	0.75%	1.75%	0.90%	1.80%	0.95%	1.85%	1.00%
5/10/2017	0.79%	1.54%	0.75%	1.69%	0.90%	1.74%	0.95%	1.79%	1.00%
5/17/2017	0.78%	1.53%	0.75%	1.68%	0.90%	1.73%	0.95%	1.78%	1.00%
5/24/2017	0.78%	1.53%	0.75%	1.68%	0.90%	1.73%	0.95%	1.78%	1.00%
5/31/2017	0.76%	1.51%	0.75%	1.66%	0.90%	1.71%	0.95%	1.76%	1.00%

Issue		DTF 2008A-2a		DTF 2008A-2b		DTF 2008B-3a		DTF 2008B-3c	
Remarketing Agent		Goldman Sachs		Goldman Sachs		Goldman Sachs		Goldman Sachs	
Maturity Date		11/01/26		11/01/31		11/01/28		11/01/34	
Liquidity/Insurer		None		None		None		None	
Par Outstanding (\$m)		82.58		84.86		35.00		44.74	
Swap Notional (\$m)		81.02		83.47		None		None	
Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
4/26/2017	0.90%	1.28%	0.38%	1.48%	0.58%	1.27%	0.37%	1.35%	0.45%
5/3/2017	0.85%	1.23%	0.38%	1.43%	0.58%	1.22%	0.37%	1.30%	0.45%
5/10/2017	0.79%	1.17%	0.38%	1.37%	0.58%	1.16%	0.37%	1.24%	0.45%
5/17/2017	0.78%	1.16%	0.38%	1.36%	0.58%	1.15%	0.37%	1.23%	0.45%
5/24/2017	0.78%	1.23%	0.45%	1.36%	0.58%	1.15%	0.37%	1.23%	0.45%
5/31/2017	0.76%	1.21%	0.45%	1.34%	0.58%	1.13%	0.37%	1.21%	0.45%

**TBTA General Revenue Bonds**

Issue		TBTA SUB 2000ABCD-4		TBTA SUB 2000ABCD-5	
Remarketing Agent		N/A		N/A	
Initial Purchase Date		1/1/2018		1/1/2019	
Liquidity/Insurer		None		None	
Par Outstanding (\$m)		38.85		18.85	
Swap Notional (\$m)		22.99		11.15	
Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
4/26/2017	0.90%	1.25%	0.35%	1.34%	0.44%
5/3/2017	0.85%	1.20%	0.35%	1.29%	0.44%
5/10/2017	0.79%	1.14%	0.35%	1.23%	0.44%
5/17/2017	0.78%	1.13%	0.35%	1.22%	0.44%
5/24/2017	0.78%	1.13%	0.35%	1.22%	0.44%
5/31/2017	0.76%	1.11%	0.35%	1.20%	0.44%

Report Date 6/1/2017

**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)		98.75		98.74		98.64		49.11	
Swap Notional (\$m)		98.75		59.24		None		None	
Date	SIFMA	Spread to		Spread to		Spread to		Spread to	
		Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA
5/24/2017	0.90%	0.79%	-0.11%	0.72%	-0.18%	0.72%	-0.18%	0.72%	-0.18%
5/25/2017	0.90%	0.77%	-0.13%	0.73%	-0.17%	0.74%	-0.16%	0.74%	-0.16%
5/26/2017	0.90%	0.80%	-0.10%	0.75%	-0.15%	0.76%	-0.14%	0.76%	-0.14%
5/27/2017	0.90%	0.80%	-0.10%	0.75%	-0.15%	0.76%	-0.14%	0.76%	-0.14%
5/28/2017	0.90%	0.80%	-0.10%	0.75%	-0.15%	0.76%	-0.14%	0.76%	-0.14%
5/29/2017	0.90%	0.80%	-0.10%	0.75%	-0.15%	0.76%	-0.14%	0.76%	-0.14%
5/30/2017	0.90%	0.78%	-0.12%	0.78%	-0.12%	0.79%	-0.11%	0.79%	-0.11%
5/31/2017	0.85%	0.79%	-0.06%	0.83%	-0.02%	0.79%	-0.06%	0.79%	-0.06%
6/1/2017	0.85%	0.81%	-0.04%	0.75%	-0.10%	0.74%	-0.11%	0.74%	-0.11%
6/2/2017	0.85%	0.81%	-0.04%	0.66%	-0.19%	0.68%	-0.17%	0.68%	-0.17%

**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)		179.79		52.41		192.20		167.44	
Swap Notional (\$m)		179.79		1.31		192.20		164.49	
Date	SIFMA	Spread to		Spread to		Spread to		Spread to	
		Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA
5/24/2017	0.90%	0.78%	-0.12%	0.70%	-0.20%	0.70%	-0.20%	0.72%	-0.18%
5/25/2017	0.90%	0.78%	-0.12%	0.72%	-0.18%	0.72%	-0.18%	0.73%	-0.17%
5/26/2017	0.90%	0.83%	-0.07%	0.74%	-0.16%	0.74%	-0.16%	0.77%	-0.13%
5/27/2017	0.90%	0.83%	-0.07%	0.74%	-0.16%	0.74%	-0.16%	0.77%	-0.13%
5/28/2017	0.90%	0.83%	-0.07%	0.74%	-0.16%	0.74%	-0.16%	0.77%	-0.13%
5/29/2017	0.90%	0.83%	-0.07%	0.74%	-0.16%	0.74%	-0.16%	0.77%	-0.13%
5/30/2017	0.90%	0.83%	-0.07%	0.76%	-0.14%	0.76%	-0.14%	0.78%	-0.12%
5/31/2017	0.85%	0.83%	-0.02%	0.76%	-0.09%	0.76%	-0.09%	0.79%	-0.06%
6/1/2017	0.85%	0.80%	-0.05%	0.71%	-0.14%	0.71%	-0.14%	0.74%	-0.11%
6/2/2017	0.85%	0.76%	-0.09%	0.70%	-0.15%	0.70%	-0.15%	0.68%	-0.17%

Report Date 6/2/2017

## MTA DEBT OUTSTANDING (\$ in Millions)

6/2/2017

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+)	2002D	5/30/02	11/1/2032	400.000	174.725	-	200.000	374.725	4.49	
	2002G	11/20/02	11/1/2026	400.000	-	13.800	142.015	155.815	3.97	
	2003A	5/14/03	11/15/2032	475.340	86.330	-	-	86.330	4.49	
	2003B	8/13/03	11/15/2032	751.765	71.080	-	-	71.080	5.10	
	2005A	2/15/05	11/15/2035	650.000	26.050	-	-	26.050	4.76	
	2005B	7/1/05	11/15/2035	750.000	163.685	-	-	163.685	4.80	
	2005D	11/2/05	11/1/2035	250.000	-	-	246.875	246.875	4.31	
	2005E	11/2/05	11/1/2035	250.000	-	98.745	148.105	246.850	3.28	
	2005G	12/7/05	11/1/2026	250.000	216.005	-	-	216.005	4.34	
	2006B	12/20/06	11/15/2036	717.730	72.645	-	-	72.645	4.52	
	2007A	7/11/07	11/15/2037	425.615	10.015	-	-	10.015	4.84	
	2007B	12/13/07	11/15/2037	415.000	9.770	-	-	9.770	4.75	
	2008A	2/21/08	11/15/2038	512.470	49.460	-	-	49.460	4.91	
	2008B	2/21/08	11/15/2030	487.530	332.860	-	-	332.860	3.29	
	2008C	10/23/08	11/15/2028	550.000	117.240	-	-	117.240	6.68	
	2009A	10/15/09	11/15/2039	502.320	421.770	-	-	421.770	3.79	
	2010A	1/13/10	11/15/2039	363.945	363.945	-	-	363.945	4.44	
	2010B	2/11/10	11/15/2039	656.975	616.915	-	-	616.915	4.29	
	2010C	7/7/10	11/15/2040	510.485	457.135	-	-	457.135	4.27	
	2010D	12/7/10	11/15/2040	754.305	674.565	-	-	674.565	5.15	
	2010E	12/29/10	11/15/2040	750.000	750.000	-	-	750.000	4.57	
	2011A	7/20/11	11/15/2046	400.440	356.240	-	-	356.240	4.95	
	2011B	9/14/11	11/1/2041	99.560	-	43.340	56.220	99.560	2.41	
	2011C	11/10/11	11/15/2028	197.950	178.060	-	-	178.060	3.99	
	2011D	12/7/11	11/15/2046	480.165	432.005	-	-	432.005	4.57	
	2012A	3/15/12	11/15/2042	150.000	50.000	100.000	-	150.000	1.81	
	2012B	3/15/12	11/15/2039	250.000	225.175	-	-	225.175	3.85	
	2012C	5/3/12	11/15/2047	727.430	695.905	-	-	695.905	4.22	
	2012D	8/20/12	11/15/2032	1,263.365	1,070.790	-	-	1,070.790	3.51	
	2012E	7/20/12	11/15/2042	650.000	601.695	-	-	601.695	3.91	
	2012F	9/28/12	11/15/2030	1,268.445	1,087.070	-	-	1,087.070	3.17	
	2012G	11/13/12	11/1/2032	359.450	-	-	357.500	357.500	4.15	
	2012H	11/15/12	11/15/2042	350.000	324.980	-	-	324.980	3.70	
	2013A	1/24/13	11/15/2043	500.000	468.695	-	-	468.695	3.79	
	2013B	4/2/13	11/15/2043	500.000	415.050	-	-	415.050	4.08	
	2013C	6/11/13	11/15/2043	500.000	369.500	-	-	369.500	4.25	
	2013D	7/11/13	11/15/2043	333.790	316.190	-	-	316.190	4.63	
	2013E	11/15/13	11/15/2043	500.000	475.355	-	-	475.355	4.64	
	2014A	2/28/2014	11/15/2044	400.000	387.295	-	-	387.295	4.31	
	2014B	4/17/2014	11/15/2044	500.000	476.425	-	-	476.425	4.38	
	2014C	6/26/2014	11/15/2036	500.000	477.740	-	-	477.740	3.32	
	2014D	11/4/2014	11/15/2044	500.000	335.000	165.000	-	500.000	3.07	
	2015A	1/22/2015	11/15/2045	850.000	569.560	250.000	-	819.560	2.86	
	2015B	3/19/2015	11/15/2055	275.055	271.055	-	-	271.055	4.29	
	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	-	640.750	-	640.750	1.03	
	2015B BANS	12/10/2015	2/1/2018	700.000	24.000	-	-	24.000	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	779.420	-	-	779.420	3.54	
	2016B	6/30/2016	11/15/2037	673.990	673.990	-	-	673.990	2.90	
	2016C	7/28/2016	11/15/2056	863.860	863.860	-	-	863.860	3.52	
	2015X-1 (RRIF LOAN - PTC)	9/20/2016	11/15/2037	146.472	146.472	-	-	146.472	2.38	
	2016D	10/26/2016	11/15/2035	645.655	645.655	-	-	645.655	2.87	
	2017A BANS	2/14/2017	10/2/2017	700.000	700.000	-	-	700.000	0.95	
	2017A	3/16/2017	11/15/2057	325.585	325.585	-	-	325.585	3.78	
	Total			29,155.337	19,645.087	1,311.635	1,150.715	22,107.437	3.67	
									WATIC	
TBTA General Revenue Bonds (Aa3/AA-/AA-/AA)	EFC 1996A	3/17/11	1/1/2018	28.445	0.325	-	-	0.325	5.85	
	2001B	12/19/01	1/1/2032	148.200	-	112.715	-	112.715	2.03	
	2001C	12/1/01	1/1/2032	148.200	-	55.235	57.475	112.710	2.95	
	2002F	11/13/02	11/1/2032	246.480	-	-	179.785	179.785	3.58	
	2003B	12/10/03	1/1/2033	250.000	-	163.130	11.515	174.645	1.88	
	2005A	5/11/05	11/1/2035	150.000	-	92.010	22.765	114.775	2.35	
	2005B	7/7/05	1/1/2032	800.000	-	-	573.900	573.900	3.74	
	2007A	6/20/07	11/15/2037	223.355	5.265	-	-	5.265	4.84	

## MTA DEBT OUTSTANDING (\$ in Millions)

6/2/2017


Type of Credit					Outstanding						
Underlying Ratings (Moody's /S&P / Fitch/ Kroll)	Series	BPA Sale Date	Series Original Final Maturity	Principal Iss. Amount	Fixed	Variable	Synthetic	Total	TTC <sup>1</sup>	Notes	
					Amount	Amount	Fixed Amount				
TBTA Subordinate Revenue Bonds (A1/A+/A+/AA-)	2008A	3/27/08	11/15/2038	822.770	47.180	-	-	47.180	4.93		
	2008B	3/27/08	11/15/2038	252.230	142.715	63.650	-	206.365	3.43		
	2008C	7/30/08	11/15/2038	629.890	224.140	-	-	224.140	4.72		
	2009A	2/18/09	11/15/2038	475.000	285.895	-	-	285.895	4.63		
	2009B	9/17/09	11/15/2039	200.000	200.000	-	-	200.000	3.63		
	2010A	10/28/10	11/15/2040	346.960	310.575	-	-	310.575	3.45		
	2011A	10/13/11	1/1/2028	609.430	499.175	-	-	499.175	3.59		
	2012A	6/6/12	11/15/2042	231.490	200.875	-	-	200.875	3.69		
	2012B	8/23/12	11/15/2032	1,236.898	1,269.560	-	-	1,269.560	2.66		
	2013B	1/29/13	11/15/2030	257.195	257.195	-	-	257.195	2.25		
	2013C	4/18/13	11/15/2043	200.000	184.620	-	-	184.620	3.71		
	2014A	2/6/2014	11/15/2044	250.000	235.225	-	-	235.225	4.28		
	2015A	5/15/2015	11/15/2050	225.000	219.250	-	-	219.250	4.18		
	2015B	11/16/2015	11/15/2045	65.000	63.875	-	-	63.875	3.88		
	2016A	1/28/2016	11/15/2046	541.240	533.710	-	-	533.710	3.24		
	2017A	1/19/2017	11/15/2047	300.000	300.000	-	-	300.000	3.71		
	2017B	1/19/2017	11/15/2038	902.975	902.975	-	-	902.975	3.48		
				Total	9,540.758	5,882.555	486.740	845.440	7,214.735	3.39	
										WATIC	
		2000ABCD	11/02/00	1/1/2019	263.000	-	23.550	34.150	57.700	4.59	
		2002E	11/13/02	11/15/2032	756.095	139.825	-	-	139.825	5.34	
		2008D	7/30/08	11/15/2028	491.110	206.440	-	-	206.440	4.69	
		2013A	1/29/13	11/15/2032	761.600	750.700	-	-	750.700	3.13	
		2013D Taxable	12/19/2013	11/15/2032	313.975	162.025	148.470	-	310.495	2.48	
				Total	2,585.780	1,258.990	172.020	34.150	1,465.160	3.48	
										WATIC	
	MTA Dedicated Tax Fund Bonds (NAF/AA/AA/NAF)	2002B	9/5/02	11/1/2022	440.000	-	311.800	-	311.800	2.05	
2004A		3/10/04	11/15/2018	250.000	46.000	-	-	46.000	3.49		
2004B		3/10/04	11/15/2028	500.000	151.010	-	-	151.010	4.51		
2004C		12/21/04	11/15/2018	120.000	18.365	-	-	18.365	3.77		
2008A		6/25/08	11/1/2031	352.915	-	5.885	328.980	334.865	4.13		
2008B		8/7/08	11/1/2034	348.175	237.825	79.740	-	317.565	2.71		
2009A		3/19/09	11/15/2039	261.700	5.375	-	-	5.375	5.55		
2009B		4/30/09	11/15/2030	500.000	25.780	-	-	25.780	5.00		
2009C		4/30/09	11/15/2039	750.000	750.000	-	-	750.000	4.89		
2010A		3/25/10	11/15/2040	502.990	452.810	-	-	452.810	3.91		
2011A		3/31/11	11/15/2021	127.450	58.455	-	-	58.455	2.99		
2012A		10/25/12	11/15/2032	1,065.335	986.005	-	-	986.005	3.07		
2016A		3/10/16	11/15/2036	579.995	577.695	-	-	577.695	2.98		
2016B		5/26/16	11/15/2056	588.305	586.550	-	-	586.550	3.37		
2016A BANS		6/28/16	6/1/2017	700.000	-	-	-	-	0.00		
2017A		2/23/17	11/15/2047	312.825	312.825	-	-	312.825	3.97		
2017B		5/17/17	11/15/2057	680.265	680.265	-	-	680.265	3.56		
			Total	8,079.955	4,888.960	397.425	328.980	5,615.365	3.55		
									WATIC		
All MTA Total				49,361.830	31,675.592	2,367.820	2,359.285	36,402.697	3.59		
State Service Contract Bonds (AA/AA)	2002A	6/5/02	7/1/2031	1,715.755	100.645	-	-	100.645	5.29		
	2002B	6/26/02	7/1/2031	679.450	6.385	-	-	6.385	4.93		
			Total	2,395.205	107.030	-	-	107.030	5.27		
									WATIC		
MTA Special Obligation Bonds Aaa	2014 Taxable	8/14/14	7/1/2026	348.910	308.650	-	-	308.650	2.66		
				348.910	308.650	-	-	308.650	2.66		
									WATIC		
MTA Hudson Rail Yards Trust Obligations <sup>2</sup> (A2/NAF/NAF/A-)	2016A	9/22/16	11/15/2056	1,057.430	1,057.430	-	-	1,057.430	4.28		
				1,057.430	1,057.430	-	-	1,057.430	4.28		
									WATIC		
Grand Total				53,163.375	33,148.702	2,367.820	2,359.285	37,875.807	3.61		

## 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.
- (2) Assumes that no fee purchase options are exercised thru maturity. If all of the fee purchase options are exercised within 10 years, the All-in TIC would be 2.74%.

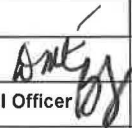

# Staff Summary



Subject <b>Electricity Transmission Congestion Contracts</b>
Department <b>Chief Financial Officer</b>
Department Head Name <b>Robert E. Foran</b>
Department Head Signature 
Project Manager Name <b>David Keller</b>

Date <b>June 19, 2017</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	6/19/17	X		
2	Board	6/21/17	X		

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

## Purpose:

To obtain MTA Board approval for MTA to authorize the New York Power Authority ("NYPA") to purchase, on behalf of MTA, certain Historic Fixed Price Transmission Congestion Contracts ("HFPTCCs") through the process mandated by the New York Independent System Operator ("NYISO").

## Discussion:

Pursuant to an energy supply agreement between MTA and NYPA entered into in 2005 and expiring at the end of 2017 (the "Long-Term Agreement"), NYPA provides the electric energy requirements for MTA and its agencies in the Consolidated Edison service territory. MTA is one of several governmental customers located in southeast New York served by NYPA and referred to as the New York City Governmental Customers ("NYCGCs"). As part of the portfolio of assets controlled by NYPA and made available to the NYCGCs are certain Grandfathered Transmission Congestion Contracts ("GFTCCs") that provide favorably priced rights to electric transmission facilities from Niagara and St. Lawrence in upstate New York to East Fishkill (the "Upper Path") and from East Fishkill to the Con Ed service territory (the "Lower Path").

The GFTCCs expire on December 31, 2017. Under the NYISO rules, upon the expiration of GFTCCs, the NYISO is required to offer the load serving entity owner of expiring GFTCCs an opportunity to purchase HFPTCCs, which are not as favorably priced as the HFPTCCs, but do provide some favorable transmission cost hedging benefits. The NYISO has offered NYPA 600 megawatts ("MWs") of HFPTCCs for both the Upper Path and the Lower Path. NYPA has allocated 178.447 MWs of such HFPTCCs to MTA. The 600 MW of HFPTCCs have been priced for the 2018 calendar year by the NYISO at \$38,049,777 for the Upper Path (\$61,506/MW for the 422MW Niagara portion of the Upper Path and \$67,944/MW for the 178MW St. Lawrence portion of the Upper Path) and \$3,985,476 for the Lower Path (\$6,642/MW for the 600 MW Lower Path), which translates to a cost to MTA of \$11,316,445 for the Upper Path and \$1,185,327 for the Lower Path. Under the NYISO's rules, NYPA must decide whether to fix the price of the HFPTCCs for ten years or for the first five years with a repricing for the sixth through tenth year. NYPA has not yet made that decision while awaiting input from all of the NYCGCs with rights to the HFPTCCs. In either case, MTA will have the right to purchase its allotment of HFPTCCs at the fixed price per MW described above for each of the next five calendar years and (a) in the event that NYPA elects the 10 year fixed period, MTA's option price will be fixed for all 10 years or (b) in the event NYPA elects the 5 year fixed price with repricing for years six through ten, MTA's option price will be fixed for five years and then be reset for years six through ten. In both cases, MTA is entitled to decide annually whether to continue to purchase its allotment of HFPTCCs, but any quantity that are not purchased in any year are no longer available for purchase in subsequent years.



By purchasing the HFPTCCs, MTA will obtain fixed pricing during 2018 for 178.447 MW of transmission capacity along the Upper Path and the Lower Path, which will be essentially equivalent to entering into a financial contract/hedge of these transmission rights. MTA will not necessarily use the transmission rights for itself. However, the parties actually using such transmission capacity will pay for such service based on tariffs established by the NYISO. If the tariffs paid for MTA's allocation exceed MTA's payment for such allocation, MTA's energy costs will be reduced, and if the tariffs paid for MTA's allocation are less than MTA's payment for such allocation, MTA will be required to pay the difference.

NYPA and MTA's energy consultant, Pace Global, have separately modeled the probability that the hedge will perform favorably and both are recommending that MTA make the purchase for 2018. Pace Global's market-based assessment is that there is a slightly better than 50% chance that the hedge will be favorable. But they note that their valuation is deterministic, is based on a relatively smooth projection of future upstate and NY City pricing differentials, and does not fully consider the effect of significant price volatility on transmission path values, which typically add a 5-10% premium on the option value. They also note that MTA would only be committing to a one-year hedge but would be leaving the option open for up to nine additional years, giving MTA the ability to reconsider the transmission hedge on an annual basis.

In addition to the probability of a favorable financial result, having a locked-in fixed price for transmission gives MTA greater flexibility in structuring its energy purchases to take advantage of price differentials associated with power generation in different parts of New York State.

MTA will continue to have the rights and benefits described herein with respect to its allocation of HFPTCCs even if MTA does not continue to contract with NYPA for its energy supply for 2018 and beyond.

**Budget Impact:**

The cost to MTA of securing the HFPTCC rights for 2018 will be \$12.2 million, which is to be paid during 2017. Factoring in this expense, the 2018 rights are projected to result in a favorable net impact to MTA of \$2.0 million.

**Recommendation:**

That the MTA Board approve the payment by MTA to NYPA of \$11,316,445 for a one year 178.447 MW allocation of the Upper Path HFPTCCs and \$1,185,327 for a one year 178.447 MW allocation of the Lower Path HFPTCCs and delegate authority to the Chief Financial Officer to determine annually whether to continue to purchase some or all of such HFPTCCs for the remaining nine years of the option.

# Staff Summary

## Schedule F: Personal Service Contracts

<b>Item Number:</b>						<b>SUMMARY INFORMATION</b>	
<b>Dept &amp; Dept Head Name:</b> Finance / Robert Foran						<b>Vendor Name:</b> Willis of New York	
<b>Division &amp; Division Head Name:</b> Risk and Insurance Management / Phyllis Rachmuth						<b>Contract Number:</b> 900000000002086	
<b>Board Reviews</b>						<b>Description:</b> Owner Controlled Insurance Program	
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>	<b>Total Amount:</b> \$225,000,000	
1	Finance	6/19/17	X			<b>Contract Term (including Options, if any):</b> Six (6) Years	
2	Board	6/21/17	X			<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
						<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Internal Approvals</b>						<b>Procurement Type:</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>		<b>Solicitation Type:</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		
1	Legal <i>MF</i>	4	DDCR <i>MF</i>		<b>Funding Source:</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		
2	Risk and Insurance Management <i>MF</i>	5	CFO <i>MF</i>				
3	Deputy CFO <i>DS</i>						

### Narrative

#### I. PURPOSE/RECOMMENDATION

To obtain MTA Board approval to establish a not-to-exceed budget of \$225 million and execute the following items necessary to finalize the procurement of an Owner Controlled Insurance Program (OCIP) for projects covering the balance of the 2015-2019 Capital Program and Sandy Related Projects for NYCT, LIRR, MNR and the Small Business Mentor Program (SBMP):

- Placement of the primary OCIP insurance policies with Starr Indemnity and Liability Company (Starr) and the Excess Liability policy with a consortium of London underwriters including Liberty Mutual Insurance Europe Limited, Aegis Casualty Consortium 9224, AIG Europe Limited, and Aspen 4711;
- Authorization to place the OCIP's Builder's Risk policy with Starr and Railroad Protective Liability policy with Westchester Fire Insurance Company;
- Entry by First Mutual Transportation Assurance Company (FMTAC) (MTA's Captive insurance company subsidiary) into an agreement with Starr establishing a collateral trust that secures MTA obligations to pay the self-insured portions of Workers' Compensation and General Liability claims;
- Entry by FMTAC into a service agreement with Helmsman Management Services for claims administration;
- Establishment of deductible reimbursement policies within FMTAC for payment of the self-insured portions of Workers' Compensation, General Liability, and Builder's Risk claims; and
- Allow FMTAC to manage the safety, claims and administrative expenses of the OCIP program.

#### II. DISCUSSION

On March 22, 2017 the MTA Board authorized MTA to utilize an OCIP for the balance of the 2015-2019 Capital Program and Sandy Related Projects and to award the OCIP broker services contract to Willis of New York. Over the years, OCIPs (a/k/a wrap-up insurance) have been successfully utilized on several agency capital projects. Completed programs include LIRR's Renovation of Penn Station, Main Line Electrification and Hillside/Holban Maintenance of Equipment, NYCT Stations 1998, MTA Two Broadway, LIRR's High Level Platform and Diesel Shops & Yards, NYCT's 63rd Street Connector Tunnel, Franklin Avenue Shuttle, NYCT Stations 1999 and MNR's Park Avenue Viaduct program. Programs in closeout include the NYCT 2000-2004 Capital Program Stations and Escalators/Elevators and Line Structures, and LIRR/MNR 2000-2004 Capital Program. Active OCIPs include the NYCT 2005-2009 Capital Program, LIRR/MNR 2005-2009 Capital Program, MTACC East Side Access, MTACC Second Avenue Subway and 2010-2014 Capital Program for NYCT, LIRR, MNR and SBMP.

Generally, OCIPs produce cost savings if projects are in excess of \$100 million and meet certain criteria such as a high percentage of labor cost when compared to total construction dollars. These savings have been demonstrated at the MTA. In September 2003, the MTA commissioned a study with Deloitte & Touche concerning the cost effectiveness of our most recent capital program OCIPs. The results showed that those OCIPs will save approximately 0.5% to 4% of the total contract cost. In May of 2016, MTA commissioned a follow up study with Ernst & Young that reaffirmed savings projections of 0.4% to 3.5% of the total contract cost. In addition to cost savings, OCIPs benefit the MTA by covering our capital construction projects with higher limits of insurance and uniform insurance coverage across all trades thereby better protecting the interests of the MTA.

NYCT, LIRR, MNR and SBMP projects for the balance of the 2015 – 2019 Capital Program and Sandy Related Projects, expected to be awarded over the next three years, would be included in this OCIP. With an approximate listing of over 300 projects, construction values are estimated at \$3.7 billion. By combining these projects into one insurance program, the MTA benefits by maximizing its purchasing power. Other OCIP benefits include consistency and uniformity of insurance coverage, greater control of jobsite safety, and avoided costs of MTA protective liability insurance. With estimated savings of 0.4%-3.5%, OCIP will generate a range of \$15-\$129.5 million in savings.

During the last sixty (60) days and in accordance with the terms of the broker services contract, Willis of New York and its subsidiary, Willis of London, have engaged domestic and international insurance markets to acquire competitive quotations for the various lines of coverage required for the Program. Each contractor and subcontractor of every tier working on the projects will be provided with a uniform Workers' Compensation, Commercial General Liability, Excess Liability, and Builder's Risk insurance coverage. Contractors working on LIRR and MNR projects will additionally be provided with Railroad Protective Liability coverage.

Coverage will be for the entire term of the OCIP, estimated to be six (6) years, and will be non-cancelable by the insurers except for non-payment of premium or non-compliance with serious safety recommendations. The OCIP primary coverage (Workers' Compensation/General Liability) will provide MTA and the contractors with limits of \$3 million per occurrence and \$6 million in the aggregate, subject to self-insured retentions of \$750,000 on the Workers' Compensation policy and \$1.5 million on the General Liability. Excess Liability will increase primary limits to \$100 million per occurrence and \$106 million in the aggregate.

Willis of NY marketed the primary insurance to seven (7) potential insurance carriers; Willis of London marketed the Excess Liability to sixteen (16) international insurance syndicates. Three (3) primary and seven (7) Excess Liability carriers responded with coverage quotations. Negotiations were conducted with carriers in an effort to obtain the broadest coverage terms and most favorable pricing available. Based on discussions surrounding the scope of the projects to be included in the OCIP, the safety controls to be put in place, and a thorough review of the quotations presented by the broker, Willis has recommended, and MTA Risk and Insurance Management (RIM) agrees, that Starr in conjunction with Helmsman claims services has provided the best quotation, at the lowest cost, for the OCIP primary insurance program and that the London Syndicates of Liberty Mutual Insurance Europe Limited, Aegis Casualty Consortium 9224, AIG Europe Limited, and Aspen 4711 have structured the best quotation for OCIP Excess Liability coverage.

For the 2015-2019 Capital Program OCIP, based on a thorough review of the scope of the projects to be included, the safety controls to be put in place, and discussions with the insurance company underwriters, MTA RIM expects the maximum aggregated premium, safety management and administrative cost to be approximately \$225 million, or just over 6% of total contract cost for covered projects. The insurance premium for the primary Workers' Compensation and General Liability coverage is based on loss experience. Starr has capped self-insured losses at a maximum of approximately \$172 million subject to final audited payroll. Based upon actuarial analysis of prior OCIP program losses, FMTAC will write a deductible reimbursement policy that limits the maximum loss exposure of the Capital Program to approximately \$115 million, reducing the maximum cost of the program by \$57 million.

As part of the insurance proposal from Starr, FMTAC will be required to enter into a trust agreement with the insurance company whereby the Captive will hold collateral of \$50.05 million to secure the insurance company against exposure to the self-insured layer of Workers' Compensation/General Liability claims. FMTAC will hold and invest the funds, with any interest earned being retained by the Captive. This transaction eliminates the need for a letter of credit or the posting of other security that would otherwise be required in order to place the policy. Based upon past experience and the financial strength of FMTAC, Starr has agreed to a security requirement of less than 30% of maximum losses.

It is also recommended that the Captive be authorized to manage the OCIP's claims, safety and administrative expenses, as has been done with past OCIPs. Helmsman Management Services LLC has been selected as the claims administrator and a loss fund of \$65 million will be established to pay losses and related claim costs within the self-insured retention. Safety services and administrative expenses will be funded by investment income on the funds held by the Captive over the life of the program. With a fair rate of return and minimal loss history, it is expected that FMTAC can fully fund these expenses.

Additionally, Builder's Risk coverage will be procured to protect MTA's interests in the property being constructed and Railroad Protective Liability will be procured for the LIRR and MNR projects to protect the assets and employees of the MTA railroads and to meet our obligations to protect the railroads that operate on the right of way. These policies will be procured within the aggregate OCIP maximum budget of \$225 million and based on past OCIP procurements of such policies, are anticipated to have a cost not to exceed \$15 million.

### **Recommendation:**

It is recommended that the MTA Board authorize MTA RIM to: (a) permit Willis of New York to place the primary OCIP policies with Starr, as described above; (b) permit Willis of London to place OCIP Excess Liability insurance policies with a consortium of underwriters including Liberty Mutual Insurance Europe Limited, Aegis Casualty Consortium 9224, AIG Europe Limited, and Aspen 4711, as described above; (c) permit Willis of NY to place an OCIP Railroad Protective Liability policy with Starr and OCIP Builder's Risk policy with Westchester Fire Insurance Company, within the budget constraints set forth above; and authorize FMTAC to (a) enter into a trust agreement with Starr to collateralize agency obligations under the primary OCIP policies, (b) hire Helmsman Management Services LLC as claims administrator, (c) issue deductible reimbursement policies to cover the exposures due to self-insured retentions, and (d) manage the safety, claims and administrative expenses of the OCIP program.

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

MTA Department of Diversity and Civil Rights has assigned a 20% DBE goal. Willis of New York has projected to exceed the goal. Willis of New York has satisfied their previous MWBE requirements on a previous contract.

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

The total not-to-exceed cost of \$225,000,000 will be provided by the 2015-2019 Capital Program and Sandy Related Projects in the 2010-2014 Capital Program allocated over the agencies participating in the program.

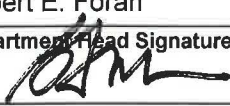

### **V. ALTERNATIVES**

Do not utilize OCIP Coverage - This alternative is not feasible. The alternative to an OCIP would be to require each and every contractor to purchase insurance coverage and provide the MTA with evidence of that insurance. Costs for insurance would be included in contract bids. Based on MTA's prior experience, insuring the program utilizing this method in lieu of an OCIP could cost an additional 0.4% to 3.5% in insurance premiums. OCIPs also provide for greater control over job site safety and assure that all contractors will have the proper insurance coverage in place for the term of the programs. Should an OCIP not be purchased, these assurances/benefits will be lost.

Perform service in-house - This alternative is neither feasible nor cost effective. MTA does not have the staff with the specialized expertise or experience to perform the necessary services.


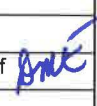



# Staff Summary

<b>Subject</b>
2017 State PWEF Assessment
<b>Department</b>
Chief Financial Officer
<b>Department Head Name</b>
Robert E. Foran
<b>Department Head Signature</b>

<b>Project Manager Name</b>
Douglas F. Johnson 

<b>Date</b>
June 13, 2017
<b>Vendor Name</b>
<b>Contract Number</b>
<b>Contract Manager Name</b>
<b>Table of Contents Ref #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Comm.	6/19	X		
2	Board	6/21	X		

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

**Purpose:** To authorize actions relating to the payment of the State assessment on the MTA and its constituent agencies for the Public Work Enforcement Fund for calendar 2017.

**Discussion:** Chapter 511 of the Laws of 1995, as amended, requires State agencies and authorities to pay to the State Comptroller an assessment based upon 1/10 of 1% of the value of public work (construction) contracts entered into (excluding rolling stock contracts). The assessments are deposited in the State Public Work Enforcement Fund to reimburse the State Department of Labor for its costs in enforcing the State's prevailing-wage law. The State and the MTA have entered into a simple annual estimate-and-settlement procedure agreement. Payments are made each year based upon the estimated amount of public works contracts, and are adjusted to reflect the actual experience from the prior year. The 2017 payment, therefore, is based upon a 2017 estimate and an adjustment for 2016.

Based on the actual average spending rates, it is assumed that in calendar year 2017, MTA's constituent agencies are projected to let \$3,802 billion worth of construction contracts, which is a \$1,034 billion increase in contract values from the actual 2016 level of \$2,768 billion. These calculations include commitments from the May 24th, 2017 Board approved 2015-2019 Capital Program Amendment as well as updated Superstorm Sandy estimates for 2010-2014.

In 2016, the estimated 2016 assessment of \$1,803,425 was less than the actual assessment of \$2,768,200 by \$964,775. This underpayment, when added to the estimated 2017 assessment of \$3,802,229 (and a prior year adjustment of \$4,007), requires a total payment of \$4,762,997.

**Financial Implications:** The 2017 MTAHQ Budget contains sufficient funds for this payment.

**Recommendation:** The Board should authorize staff to remit the 2017 assessment, including the adjustment for the 2016 underpayment, to the State Department of Labor.

## FINANCE COMMITTEE CONTRACT CHANGE ORDER REPORT - 1st Quarter (Jan-March 2017)

(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	PSC-15-2965	Constr. Admin. And Inspection Services for Project MP-03/MP-16, Electrical and Mechanical Rehabilitation, Friction Mitigation, Misc. Steel Repairs, Painting and Fire Standpipe Installation at the Marine Pkwy- Gil Hodges Memorial Bridge (MPB)	\$7,438,401	N/A	\$722,343	9.7%	1	1/30/2017	Building information modeling of new lift span at MP Bridge and Construction/Administration Services for open road tolling installation at MP an CB Bridges.
MTAB&T	VN-80C/VN-35	Furnish New Ramp/Miscellaneous Steel Repairs and Painting at the Verrazano- Narrows Bridge	\$84,300,000	\$5,151,154	\$640,015	0.8%	7	2/1/2017	Removal of spalled concrete and column jacketing at Ramp F, Pier 14 and temporary steel floorbeam/girder bracing for Westbound Upper Level between Piers WB-3 and WB-5.
MTAB&T	HH-88A	Administration and Maintenance Building Utilities and MEP Rehabilitation at the Henry Hudson Bridge	\$18,326,425	\$807,736.22	\$562,247	3.1%	5	1/31/2017	ATS Switch Retrofit, LED Lighting Mock-Up and Demolish & Remove Lower Level Toll Booths.
MTAB&T	BW-14/BW-84C	Various Structural Repairs and Removal of the Tuned Mass Damper and Inspection of Select Main Cable Panels at the Bronx-Whitestone Bridge	\$53,941,712	N/A	\$545,558	1.0%	1	2/8/2017	This Amendment (#1) is to replace a deck shear connector overlay, adjust a high voltage feeder phasing, repair a top flange and the base of two tower flood lights.
MTAB&T	HC-MIT-02	Emergency Generator Installation at Governors Island Ventilation Building for the Hugh L. Carey Tunnel	\$3,895,000	\$48,435	\$427,492	11.0%	2	2/16/2017	Provide all labor, materials, equipment, superintendence and all items deemed necessary to perform relocation of the GIVB sewer main

\*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 (1st Quarter 2017)

\*\* Including any exercised options

NYCT	A-86071	Consulting Services for a New Fare Payment System (NFPS)	\$4,498,136	\$0	\$670,000	14.90%	3	3/22/17	Additional Consulting Support Services for LIRR and Metro North NFPS
NYCT	04F8952	ADEPT Scheduling System	\$1,044,720	\$23,701,746	\$707,208	67.69%	N/A	1/23/17	Budget Adjustment
NYCT	05L9315	Paratransit Vehicle Tracking System	\$4,998,191	\$7,222,063	\$717,478	14.35%	N/A	1/23/17	Budget Adjustment
NYCT	9347	All-Agency Network Infrastructure Upgrade	\$30,640,539	\$1,699,307	\$730,000	2.38%	6	3/9/17	Contract Extension
NYCT	W-32314/99F7546	Support Services for the Network Maintenance Management System	\$2,369,100	\$6,787,872	\$391,328	16.52%	7	12/27/16**	Contract Extension

\* Including any exercised options

\*\* This item was inadvertently omitted from the 4th Quarter 2016 Report

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
LIRR	04-353	OHS	\$8,151,361	\$1,152,837	\$460,692	5.65%	5	4/13/2017	3 month Ext.
MTACC HAS NOTHING TO REPORT									
MNR HAS NOTHING TO REPORT									
MTAHQ HAS NOTHING TO REPORT									

**CPOC COMMITTEE CONTRACT CHANGE ORDER REPORT\* - 1st Quarter 2017**  
**(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	PSC-15-2965	Constr. Admin. and Inspection Services for Project MP-03/MP-16, Electrical and Mechanical Rehabilitation, Friction Mitigation, Misc. Steel Repairs, Painting and Fire Standpipe Installation at the Marine Pkwy- Gil Hodges Memorial Bridge (MPB)	\$7,438,401	\$0	\$722,343	9.71%	1	1/30/2017	Building information modeling of new lift span at MP Bridge and Construction/Administration Services for open road tolling installation at MP and CB Bridges.
MTAB&T	VN-80C/VN-35	Furnish New Ramp/Miscellaneous Steel Repairs and Painting at the Verrazano- Narrows Bridge	\$84,300,000	\$5,151,154	\$640,015	0.76%	7	2/1/2017	Removal of spalled concrete and column jacketing at Ramp F, Pier 14 and temporary steel floorbeam/girder bracing for Westbound Upper Level between Piers WB-3 and WB-5.
MTAB&T	HH-88A	Administration and Maintenance Building Utilities and MEP Rehabilitation at the Henry Hudson Bridge	\$18,326,425	\$807,736	\$562,247	3.07%	5	1/31/2017	ATS Switch Retrofit, LED Lighting Mock-Up and Demolish & Remove Lower Level Toll Booths.
MTAB&T	BW-14/BW-84C	Various Structural Repairs and Removal of the Tuned Mass Damper and Inspection of Select Main Cable Panels at the Bronx-Whitestone Bridge	\$53,941,712	\$0	\$545,558	1.01%	1	2/8/2017	This Amendment (#1) is to replace a deck shear connector overlay, adjust a high voltage feeder phasing, repair a top flange and the base of two tower flood lights.
MTAB&T	HC-MIT-02	Emergency Generator Installation at Governors Island Ventilation Building for the Hugh L. Carey Tunnel	\$3,895,000	\$48,435	\$427,492	10.98%	2	2/16/2017	Provide all labor, materials, equipment, superintendence and all items deemed necessary to perform relocation of the GIVB sewer main
MTACC	CS179	Systems Facilities Package No. 1 for the East Side Access Project	\$550,388,000	\$7,792,344	\$408,711	0.07%	26	1/11/17	Vernon Facility TPSS Slab Demo and Reinstallation
MTACC	CM014B	GCT Concourse and Facilities Fit-Out for the East Side Access Project	\$428,900,000	\$8,043,152	\$575,000	0.13%	57	2/10/17	RFI No. 185 Utility Steel Connection Detail
MTACC	CM-1188	Engineering Services for the Second Avenue Subway Project	\$337,584,886	\$109,904,063	\$371,492	0.11%	118	3/7/2017	Provide Technical Support on Two Specialty Items: Street Restoration and Fire Alarm Coverage
MTACC	CM-1189R	Preparation of a Draft and Final Environmental Impact Statement and Provision of Transit Engineering Design Services for the No. 7 Subway Line Extension- Far West Midtown Manhattan Rezoning	\$86,590,209	\$90,473,232	\$446,804	0.52%	40	3/27/2017	Review The Moinian Group's Design of Proposed Structures
MTACC	A-35301	Reconstruction of Cortlandt Street #1 Line Station	\$101,150,000	\$2,118,389	\$458,000	0.45%	8	3/27/2017	Concrete Demolition and Removal at Southbound Platform
MTACC	C-26006	Second Avenue Subway - 63rd Street/Lexington Avenue Station Reconstruction, including Rehabilitation and Construction of Entrances	\$176,450,000	\$34,875,636	\$392,000	0.22%	278	3/7/2017	New Cooling System for Communication Room 2161

**CPOC COMMITTEE CONTRACT CHANGE ORDER REPORT\* - 1st Quarter 2017**  
**(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	C-26006	Second Avenue Subway - 63rd Street/Lexington Avenue Station Reconstruction, including Rehabilitation and Construction of Entrances	\$176,450,000	\$36,291,436	\$559,800	0.32%	313	1/10/2017	Leak Mitigation - 6th Mezzanine Roof Area
MTACC	C-26009	Second Avenue Subway - Track, Signal, Traction Power, and Communications Systems in the Borough of Manhattan	\$261,900,000	\$24,922,285	\$292,000	0.11%	124	2/21/2017	Cable Pulling Acceleration
MTACC	C-26009	Second Avenue Subway - Track, Signal, Traction Power, Communications Systems in the Borough of Manhattan	\$261,900,000	\$26,220,210	\$255,000	0.09%	217	2/15/2017	Portable Spot Coolers
MTACC	C-26009	Second Avenue Subway - Track, Signal, Traction Power, and Communications Systems in the Borough of Manhattan	\$261,900,000	\$26,924,270	\$466,804	0.18%	243	3/10/2017	Furnish and Deliver On-the-Go Kiosks
MTACC	C-26010	Second Avenue Subway - 96th Street Station Finishes and MEP Systems in the Borough of Manhattan	\$324,600,000	\$50,966,750	\$440,000	0.14%	146	1/10/2017	Dry Fire Standpipe and Pump car Manifold Relocations
MTACC	C-26010	Second Avenue Subway - 96th Street Station Finishes and MEP Systems in the Borough of Manhattan	\$324,600,000	\$59,145,636	\$575,000	0.18%	255	3/8/2017	Additional Circuits for Power to Various Pieces of Equipment
MTACC	C-26010	Second Avenue Subway - 96th Street Station Finishes and MEP Systems in the Borough of Manhattan	\$324,600,000	\$57,859,287	\$300,000	0.09%	256	3/27/2017	Upsizing of the UPS Batteries
MTACC	C-26010	Second Avenue Subway - 96th Street Station Finishes and MEP Systems in the Borough of Manhattan	\$324,600,000	\$59,170,233	\$328,755	0.10%	294	2/24/2017	Escalators Start-up/burn-in Service 96th Street Station
MTACC	C-26011	Second Avenue Subway - 72nd Street Station Finishes, Borough of Manhattan	\$258,353,000	\$37,397,504	\$398,000	0.15%	80	3/17/2017	Changes to South Egress Passageway
MTACC	C-26011	Second Avenue Subway - 72nd Street Station Finishes, Borough of Manhattan	\$258,353,000	\$60,715,884	\$328,755	0.13%	325	2/24/2017	Escalators Start-up/burn-in Service 72nd Street Station
MTACC	C-26011	Second Avenue Subway - 72nd Street Station Finishes, Borough of Manhattan	\$258,353,000	\$60,715,884	\$371,175	0.14%	326	2/24/2017	Elevator Start-up/burn-in Service 72nd, 86th and 96th Street Stations
LIRR	6155	Design, Build and Maintain Services for the MTAPD Metropolitan Regional Radio System (MRRS) Upgrade	\$41,130,739	\$650,000	\$440,000	1.07%	CR-03	3/7/2017	Option #2 Wind Loading and Structural Analysis - Exercise - Change - \$440,000.00
LIRR	6121	Design/Build Services for the Reconfiguration of Johnson Ave Yard	\$25,796,000	\$1,216,761	\$365,344	1.42%	CR-02	3/22/2017	Lighting System Modifications
LIRR	6140	Escalator Replacement Program 6 Stations	\$9,268,587	\$24,949	\$337,817	3.64%	Mod 3 / CR-02	2/22/2017	Larger escalator to be ADA compliant



**CPOC COMMITTEE CONTRACT CHANGE ORDER REPORT\* - 1st Quarter 2017**  
**(FOR INFORMATION ONLY)**




[illegible]

# Staff Summary

<b>Subject</b>
Request for Authorization to Award Various Procurements
<b>Department</b>
Executive
<b>Department Head Name</b>
Philip Eng
<b>Department Head Signature</b>
 6/13/17
<b>Division Head Name</b>
Wael Hibri

<b>Date</b>
June 9, 2017
<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	6/19/2017	X		
2	Board	6/21/2017	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:**

Schedule F: Personal Services Contracts

	# of Actions	\$ Amount
	1	\$36,750,000.00
<b>SUBTOTAL</b>	1	\$36,750,000.00

**MTAHQ proposes to award Competitive procurements in the following categories:**

### Schedules Requiring Majority Vote

Schedule F: Personal Services Contracts

Schedule H: Modification to Personal Service/Miscellaneous Service Contracts

	5	\$ 1,525,000.00
	1	\$ 500,000.00
<b>SUBTOTAL</b>	6	\$ 38,775,000.00

**MTAHQ presents the following procurement actions for Ratification:**

Schedule K: Ratification of Completed Procurement Actions

None None

**TOTAL** 7 \$ 38,775,000.00

**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, JUNE 2017**  
**NON-COMPETITIVE PROCUREMENTS**

**METROPOLITAN TRANSPORTATION AUTHORITY**

*Procurements Requiring Majority Vote:*

**F. Personal Service Contracts**

Staff Summaries required for items greater than: \$100k Sole Source; \$250 other Non-Competitive, \$1 million Competitive

- |   |  |                                      |
|---|--|--------------------------------------|
| <b>1. New York State Industries for the Disabled<br/>Temporary Personnel Services<br/>Contract No. 16211-0100</b> | <b>\$36,750,000</b><br>(not-to-exceed) | <b><u>Staff Summary Attached</u></b> |
|---|--|--------------------------------------|

Preferred Source – 60 months

To recommend that the Board approve the award of an All-Agency, personal services contract to New York State Industries for the Disabled (NYSID), a New York State Preferred Source, to provide as-needed temporary personnel services for a period of five years effective January 1, 2017 through December 31, 2021 in a not-to-exceed amount of \$34,750,000. Under the State Finance Law, a contract award to a preferred source provider such as NYSID is expressly exempt from New York State Statutory competitive procurement requirements provided, (i) it is capable of providing the service in the form, function and utility required and (ii) the price offered is as close to the prevailing market prices as is practicable. NYSID meets these requirements. The MTA All-Agency scope of services includes personnel to support office and administrative functions, passenger counting, customer surveys, and railcar temperature measurement programs. The current contract rates from our existing NYSID agreement will remain the same for years 1-3 of our new agreement, except for titles that will be adjusted to be aligned with the New York State minimum wage rate schedule; and years 4 and 5 will be subject to escalation of 2.5%. The new contract rates are consistent with billable rates for similar titles charged to other agencies and are deemed fair and reasonable.

# Staff Summary

## Schedule F: Personal Service Contracts

Item Number:					
Dept & Dept Head Name: Executive/Phillip Eng					
Division & Division Head Name: Business Service Center/Wael Hibri					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Finance	6/19/2017	X		
2	Board	6/21/2017	X		
Internal Approvals					
Order	Approval	Order	Approval		
1	Procurement <i>MM</i>	4	DDCR <i>MM</i>		
2	CFO <i>108</i>	5	Legal <i>117</i>		
3	Chief Operating Officer <i>6/13/17</i>				

<b>SUMMARY INFORMATION</b>	
Vendor Name: New York State Industries for the Disabled	Contract Number: 16211-0100
Description: Temporary Personnel Services	
Total Amount: \$36,750,000	
Contract Term (including Options, if any) Five Years (10/1/2017 thru 09/30/2022)	
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 type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	
Solicitation Type: <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Preferred Source	
Funding Source: <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

### Narrative

#### I. PURPOSE/RECOMMENDATION

To award an All-Agency, five (5)-year personal service contract to New York State Industries for the Disabled (NYSID), a New York State Preferred Source, to provide as-needed and short-term personnel services effective October 1, 2017 through September 30, 2022 in the not-to-exceed amount of \$36,750,000.

#### II. DISCUSSION

This contract is being awarded to NYSID in accordance with Section 162 of the New York State Finance Law which states that preferred sources shall be granted the right to provide services to New York State Agencies in order to advance social and economic goals. Under the State Finance Law, a contract award to a preferred source provider such as NYSID is expressly exempt from New York State Statutory competitive procurement requirements provided, (i) it is capable of providing the service in the form, function and utility required and (ii) the price offered is as close to the prevailing market prices as is practicable. NYSID meets these requirements.

The MTA All-Agency scope of services includes personnel to support office and administrative functions, passenger counting, customer surveys, and railcar temperature measurement programs.

- Office and administrative support is needed to supplement staff during periods of high production and as replacement for long-term employee absences and vacancies to staff divisions involved. Titles include Administrative Assistant, Compensation Analyst, Revenue Control Specialist, Legal Secretary, Paralegal, and Accountant.
- Field workers are needed to conduct manual passenger counting and customer surveys on-board trains, at terminals, and at outlying stations. The survey results are integral to scheduling and operations planning, as well as in the analysis, and reporting of ridership trends and revenue forecasts.

# Staff Summary

## Schedule F: Personal Service Contracts



Contract No. 16211-0100

- Field surveyors are also needed to monitor, record, and document internal rail car temperatures. As a measure of HVAC system effectiveness, temperature readings are recorded on designated revenue train cars throughout the summer season. Survey results are used to ensure the rolling stock HVAC systems are maintained in a state of good repair, to identify and fix problems, and improve and maintain customer service objectives.

MTA has conducted a responsibility review and other due diligence with regard to NYSID and has deemed them to be responsible for award.

Based on negotiations, the current contract rates from our existing NYSID agreement will be remain the same for years 1-3 of our new agreement except for titles that will be adjusted to be aligned with the New York State minimum wage rate schedule; and years 4 and 5 will be subject to escalation of 2.5%. The new contract rates are consistent with billable rates for similar titles charged to other agencies and are deemed fair and reasonable.

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

In accordance with the New York Finance Law, Section 162, the MTA is offering New York State Industries for the Disabled (NYSID) this contract as a Preferred Source to supply persons who qualify to perform temporary personnel functions in accordance with the MTA's requirements. As such, the MTA Department of Diversity and Civil Rights has determined there are no M/WBE goals assigned to this contract.

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

Services are rendered on as-needed, as-requested task basis and are not guaranteed. Individual task(s) and funding are approved within each agency prior to any service request. MTA and all participating Agencies do not guarantee any level of work to be performed under this contract. The total multi-agency estimate for this contract is not-to-exceed \$36,750,000. This procurement is to be funded by each Agency's Operating Budget.

### **V. ALTERNATIVES**

Not approve award of this contract. This is not a practical alternative - MTA and its subsidiary agencies do not have the personnel to perform this work when required. The alternative of hiring permanent MTA employees to perform as-needed and short-term work would greatly exceed the cost of this contract.

**LIST OF PROCUREMENTS FOR BOARD APPROVAL, JUNE 2017**  
**COMPETITIVE PROCUREMENTS**

**METROPOLITAN TRANSPORTATION AUTHORITY**

*Procurements Requiring Majority Vote:*

**F. Personal Service Contracts**

Staff Summaries required for items greater than: \$100k Sole Source; \$250 other Non-Competitive, \$1 million Competitive

**2-5. AFT projects at four NYCT Subway Stations on the 8<sup>th</sup> Avenue Line** – AFT to provide technical design, fabrication, crating, storage, delivery and oversight of installation of materials at the station specified below:

Competitively negotiated - 627 proposals - 24 months

Firelei Baez, 163 St.- Amsterdam Ave - NYCT (\$350,000)

Competitively negotiated - 627 proposals - 24 months

Christopher Wynter - NYCT (\$350,000)

Competitively negotiated - 627 proposals - 24 months

Joyce Kozloff, 86<sup>th</sup> St. - NYCT (\$350,000)

Competitively negotiated - 627 proposals - 24 months

Studio One, 72<sup>nd</sup> St. - NYCT (\$350,000)

**6. EB Jacobs, LLC.**

**Develop and Administer MTA PD Examinations for Promotion to the Ranks of Sergeant and Lieutenant**

**\$125,000.00**

(not-to-exceed)

**Contract No. 16243-0100**

Competitively negotiated - 18 proposals - 48 months

To recommend that the Board approve the award of a competitively negotiated, personal service contract to EB Jacobs, LLC in a not to exceed amount of \$125,000, including a 15% contingency, to develop and, as needed, administer, a MTA-specific, validated, job-related, fair, objective and reliable examination for MTA Police Officers applying for promotion to the ranks of Sergeant and Lieutenant for the MTA Police Department (“MTA PD”) for a period of forty-eight (48) months from July 1, 2017 through June 30, 2021.

# **METROPOLITAN TRANSPORTATION AUTHORITY**

## **COMPETITIVE PROCUREMENTS**

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

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

7. **Milliman, Inc.** **\$ 500,000**  
**Multi-Agency Actuarial Consulting Services for Pension** (not-to-exceed)  
**and Other Post-Employment Benefit Plans**  
**Contract No. . 11088-0100, c/o #3**

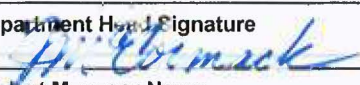
Base plus previous change orders = \$2,977,979



To recommend that the Board approve a supplement to the previously Board-approved, competitively negotiated, personal services contract in the amount not to exceed \$500,000, along with a six month time extension to Milliman Inc. This supplement is needed to extend the period of performance from July 1, 2017; through December 31, 2017 to continue required actuarial services, as mandated by law for the pension plans covering various groups of employees of the MTA Agencies. In addition, we are adding a special project service to recalculate retirement benefits. Rates charged by Milliman will remain the same for this additional work and are considered fair and reasonable. Fees charged for actuarial services will be paid through the Pension Plan Trust Funds and participating Agencies' operating budgets. MTA HQ procurement plans to release a new RFP for Actuarial Consulting Services for Pension and Other Post-Employment Benefit Plans to be awarded by the end of 2017.



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# Staff Summary

<b>Subject</b> Public Hearing for Proposed Service Changes	<b>Date</b> June 6, 2017
<b>Department</b> Operations Planning & Analysis	<b>Vendor Name</b>
<b>Department Head Name</b> J. McCormack	<b>Contract Number</b>
<b>Department Head Signature</b> 	<b>Contract Manager Name</b>
<b>Project Manager Name</b> B. Cornelius	<b>Table of Contents Ref#</b>

Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	M-N Comm. Mtg.	6/19	X			6	President		VP Capital Programs
2	MTA Fin. Comm.	6/19	X			5	Executive VP		Engr/Const
3	MTA Board Mtg.	6/21	X			1	VP Planning		Project Reporting
						 3	Gov't. Relations	2 	General Counsel

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval
	Sr. VP Operations 	4	VP Financial Admin 		Budget		Controller
	VP Labor Relations		VP Human Resources		Personnel		Other

## Narrative

### Purpose:

To authorize a public hearing with regard to proposed permanent service changes at Harlem Line stations in the Bronx, to be effective in October 2017.

### Discussion:

Under the requirements of the Board approved process for major service changes, MNR is required to conduct a public hearing prior to implementation of any service change that represents a change in frequency of service greater than 25% to any station on a given day.

During a routine review of service characteristics MNR determined that service at Melrose and Tremont stations on the Harlem Line may not meet the needs of the community. Metro-North implemented a pilot program to increase service frequency during weekday off-peak and weekend times, from service every two hours to service at the stations every hour. This service change would increase the frequency of service by more than 25% on certain days of the week at these stations. Three criteria were evaluated under the pilot program: overall effect on train operations/reliability and infrastructure maintenance; Title VI implications; and effect upon ridership at the two stations. MNR has determined that the increased service frequency has had no significant negative effect on train operations, reliability, or infrastructure maintenance, and that the service increase addresses a condition that would have been viewed as a Title VI deficiency. MNR plans to finalize the ridership evaluation during July, 2017. Given that the preponderance of criteria have been met and that we believe the ridership criteria is likely to be met, MNR has determined the pilot program is a success and should be made permanent.

### Recommendation:

That the Board authorize a public hearing with regard to proposed permanent service changes at Harlem Line stations in the Bronx, to be effective in October 2017.

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## Schedule E: Miscellaneous Procurement Contracts



Item Number: 1

<b>Vendor Name (Location)</b> Michelin North America, Inc. (Greenville, South Carolina)		<b>Contract Number</b> RFQ 129206	<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Description</b> Leasing of Revenue Vehicle Tires		<b>Total Amount:</b> \$2,482,200 (Est.)	
<b>Contract Term (including Options, if any)</b> 24 months		<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a		<b>Requesting Dept./Div., Dept./Div. Head Name:</b> Department of Buses, Stephen A. Vidal	
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive			
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Test and Evaluate			

### Discussion:

It is requested that the Board declare competitive bidding impractical or inappropriate pursuant to Public Authorities Law, Section 1209, Subdivision 9(d) to test and evaluate a new product and technology, evaluate the service and reliability of said product, and approve the award of a test and evaluate miscellaneous procurement to expire September 30, 2019, to Michelin North America, Inc. ("Michelin") for the leasing of revenue vehicle tires in the estimated amount of \$2,482,200. Michelin will be required to furnish tires on a lease basis, provide depot-based labor and material to service these tires, and to paint wheels through the term of the contract.

New York City Transit's Department of Buses ("DOB") and MTA Bus Company ("MTABC") currently lease tires for their revenue vehicles from The Goodyear Tire & Rubber Company ("Goodyear") under Contract 07E9693. This contract will expire September 30, 2019. A Request for Proposal ("RFP") will be solicited for a renewal contract in late 2018. In order to enhance competition as much as possible for this RFP, Procurement and DOB engaged in an extensive industry outreach to identify parties interested in proposing on the upcoming RFP including companies within the tire industry. The outreach also included municipalities and operating authorities that purchase or lease tires for their buses.

In addition to the incumbent Goodyear, two companies presently expressed interest in participating in the competitive RFP. Both companies, in order to conduct due diligence to be able to participate in a competitive solicitation, indicated the need to test their tires in the NYC Transit duty cycle. This strategy offers advantages to NYC Transit and the potential proposer. First, it allows DOB to evaluate alternate products available from the industry on a trial basis to test performance characteristics, while at the same time enhancing NYC Transit's opportunity to promote competition. Second, it gives a potential proposer actual operational experience resulting in the ability to offer a better-informed proposal on the upcoming RFP. Pursuant to that outreach, DOB is requesting that a Test and Evaluation Agreement be entered into with Michelin. The other potential proposer took material exceptions to several of the terms and conditions of this agreement, including responsible disposal of scrap tires. Additionally, the potential proposer required the ability to terminate the agreement unilaterally at any time. Its intransigence precluded it from participating in a test and evaluation at this time.

Under this agreement, Michelin will replace Goodyear for leasing and operating tires at two depots: Castleton in Staten Island and Mother Clare Hale in Manhattan. These locations were selected because in combination they operate a wide cross section of the bus fleet, including low-floor 40-foot buses, articulated buses, and high-floor over-the-road buses. This allows for the testing of a breadth of products, including standard and traction tires. 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. Upon contract award, scheduled for September 2017, Michelin will replace the tire-servicing equipment as well as the tire inventory at each of the testing locations. Michelin plans to complete this conversion process within the first week of operations, at which time the evaluation period will commence. Goodyear will relocate its tire inventory to other locations within the system to be mounted on other buses.

Michelin will provide two full-time, fully trained service personnel (one for each depot), and wheel rim painting services utilizing the same specifications included in the current contract with Goodyear. The overall terms and conditions of this agreement are similar to the current contract with Goodyear.

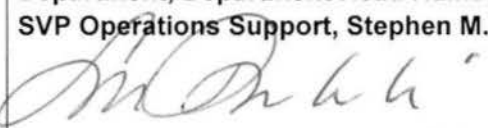
The pricing for the agreement is comprised of three components: tire leasing, tire servicing, and wheel rim painting. Tire leasing is comprised of a rate per mile per tire; the tire servicing is a monthly labor rate per person; and wheel rim painting is a fixed price per rim. An analysis of the pricing offered by Michelin shows that it is 20.5% lower than the current pricing on the Goodyear contract, and 14.7% below DOB's in-house estimate. Procurement finds this price to be fair and reasonable.

Michelin is located in South Carolina, a Discriminatory Jurisdiction as identified within the New York State Omnibus Procurement Act of 1992 ("OPA"). A Discriminatory Jurisdiction is a jurisdiction that utilizes a preference mechanism to the detriment of business concerns outside of the Discriminatory Jurisdiction competing against business concerns located within that jurisdiction. OPA has a provision permitting award of contracts to businesses located in Discriminatory Jurisdictions when it is deemed to be in New York State's best interest to do so, provided that a waiver is granted. Pursuant to that provision, based upon the limited competition that exists within the marketplace the MTA Interim Executive Director has granted a waiver.

Having evaluated all the available facts, Procurement finds the proposal to be responsive, and the proposer responsible. DOB concurs with this determination and recommends award.

This contract is subject to review and approval of the Office of the New York State Comptroller, and award will not be made prior to its approval.

# Staff Summary

Item Number 1			
Department, Department Head Name: SVP Operations Support, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Order	Approval
1	Materiel	6	President
2 X	Law	7	
3 X	Budget	8	
4 X	Subways	9	
5	EVP	10	

SUMMARY INFORMATION	
Vendor Name RFP Authorizing Resolution	Contract No. R-32443
Description Conversion of Four R110A Passenger Cars into Two Pump Cars and Two Generator Cars	
Total Amount TBD	
Contract Term (including Options, if any) TBD	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

## PURPOSE:

To request that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate for a procurement that will provide for the conversion of four retired R110A passenger cars into two pump cars and two generator cars, 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:

NYC Transit is desirous of utilizing the RFP process to solicit proposals and award a contract for the conversion of four R110A cars into two pump cars and two generator cars. The Contractor will also recondition eight NYC Transit trucks to be used with these pump and generator cars. 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 an RFP. The purchase of the ten R110A cars was authorized by the Board in November 1989, and the ten cars entered service in mid-1993 as prototypes to test new technology (such as new propulsion and communications systems). They were never intended for long-term passenger service and were removed from service in the late 1990s.

The RFP process will allow NYC Transit to arrive at the best overall proposal through negotiations and evaluation based on criteria that reflect the critical needs of the agency. By utilizing the RFP process, NYC Transit will be able to (1) weigh factors such as overall quality of the proposer's technical qualifications and proposal, (2) negotiate specific contract terms, such as warranty and payment terms, delivery schedule, and overall project cost and value to NYC Transit, (3) negotiate technical matters as deemed appropriate, and (4) include any other factors that NYC Transit deems relevant to its operation.

In preparation for this RFP, NYC Transit conducted an outreach effort by advertising a request for expressions of interest. As a result, several interested companies have been identified and are expected to participate in this RFP. Upon completion of the RFP process, NYC Transit intends to obtain Board approval for the actual contract award.

NYC Transit's subway system includes 14 under-river tunnels (also referred to as tubes due to their cylindrical construction) that enable interborough travel, and also house critical equipment required for the system to function properly. During Superstorm Sandy, under-river tubes in the NYC Transit system were flooded, causing extensive damage to the tunnel and right-of-way equipment such as signal communications equipment, tunnel lighting, track, switches, and ties. At that time, NYC Transit had three pump trains that were utilized

## Staff Summary

as part of the recovery efforts. These trains are each made up of one pump car, and three hose and reach cars. Because these pump trains are not self-propelled, a NYC Transit diesel locomotive is used to move them into flooded areas. Although flood resiliency measures have been undertaken by NYC Transit since Superstorm Sandy, there remains a need for pump trains.

As part of NYC Transit's future storm preparedness efforts and to increase its pumping capacity, after Superstorm Sandy, NYC Transit designed and built two pump trains (designated R32442) using in-house forces by converting NYC Transit R110A cars and existing flatcars to create these trains. Each R32442 pump train is configured in a four-car consist as follows: three hose and reach cars (converted R110A cars) and one pump car (a converted flatcar) that contains two diesel-driven pumps. One of the hose and reach cars in each consist contains a generator to power the ancillary equipment on the cars. Because the R32442 pump trains also are not self-propelled, a NYC Transit diesel locomotive is used to move them into flooded areas.

Under this current R32443 project, the pump and generator cars shall be configured from four R110A cars and eight NYC Transit trucks. These pump cars will contain pumps to remove water at a higher rate and volume than the R32442 pump trains. Each generator car will contain a diesel generator powerful enough to power all of the equipment in the entire R32443 consist (pump car, three hose and reach cars and generator car). The three hose and reach cars that will be part of each R32443 consist will be taken from each R32442 consist. The pump cars from the R32442 consist will be kept in reserve to backup and supplement, if necessary, the R32443 pump trains. As is the case with the other pump trains, a NYC Transit diesel locomotive will be used to move the R32443 pump trains into flooded areas.

NYC Transit's intention is to provide a pump train fleet that will be fitted with greater capacity pumping equipment. These two R32443 pump cars and generator cars will be added to NYC Transit's existing pump train fleet, thereby ensuring the availability of pump trains that can be used in emergency conditions impacting subway service, such as flooding due to water main breaks, to mitigate the effects of flooding on the system's infrastructure.

### **IMPACT ON FUNDING:**

Funding for the conversion of four R110A passenger cars into two pump cars and two generator cars is available under Planning No. MW10-0930, Project PSE No. R32443, Primary MTA Project No. ET0603-17.

### **ALTERNATIVES:**


Issue a competitive Invitation for Bids. 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 conversion of four R110A passenger cars into two pump cars and two generator cars, 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.



# Staff Summary

<b>Item Number</b> 2			
<b>Department, Department Head Name:</b> SVP Operations Support, Stephen M. Plochochi			
			
<b>Internal Approvals</b>			
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>
1	Materiel	6	President
2 X	Law		
3 X	Budget		
4 X	Subways		
5	EVP		

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b> RFP Authorizing Resolution	<b>Contract No.</b> R-34255
<b>Description</b> RFP Authorizing Resolution for the purchase of 35 diesel locomotives with an option to purchase up to an additional 35 Diesel Locomotives.	
<b>Total Amount</b> TBD	
<b>Contract Term (including Options, if any)</b> TBD	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## PURPOSE:

To request that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate for a procurement that will provide for the purchase of 35 diesel locomotives with an option to purchase up to an additional 35 diesel locomotives, 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:

NYC Transit is desirous of utilizing the RFP process to solicit proposals and award a contract for the purchase of 35 diesel locomotives with an option to purchase up to an additional 35 diesel locomotives. 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 an RFP.

The RFP process will allow NYC Transit to arrive at the best overall proposal through negotiations and evaluation based on criteria that reflect the critical needs of the agency. By utilizing the RFP process, NYC Transit will be able to (1) weigh factors such as the overall quality of the proposer's technical qualifications and proposal, (2) negotiate specific contract terms, such as warranty and payment terms, delivery schedule, and overall project cost and value to NYC Transit, (3) negotiate technical matters as deemed appropriate, and (4) include any other factors that NYC Transit deems relevant to its operation.

In preparation for this RFP, NYC Transit conducted an outreach effort by advertising a request for expressions of interest. Several companies have been identified and are expected to participate in this RFP. Upon completion of the RFP process, NYC Transit intends to obtain Board approval for the actual contract award.

This procurement is for the replacement of 65 R37, R41, R43, R47, R52, R77, and R77E locomotives in the NYC Transit fleet, as well as the purchase of five additional locomotives for fleet growth. The 65 locomotives to be replaced have either exceeded or will soon reach the end of their useful life of 35 years. Locomotives are required to enable NYC Transit to support its own work requirements, such as supporting the in-house track construction and maintenance programs by transporting flatcars bearing materials to, and debris from, the work sites, and to provide support for work performed within the transit system by outside contractors.



# Staff Summary

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In addition to flatcars, locomotives transport various other work cars throughout the transit system. For example, locomotives are used to move pump trains into flooded areas and snow throwers to areas that require snow removal.

## **IMPACT ON FUNDING:**

Funding for the purchase of 35 diesel locomotives is available under Planning No. MW10-1516, Project PSE No. R34255, Primary MTA Project No. T71302-11. Funding for up to 35 additional diesel locomotives will be made available in the next Capital Plan.

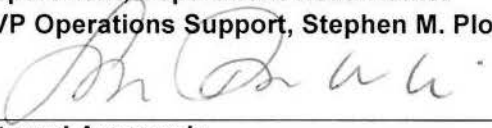
## **ALTERNATIVES:**

Issue a competitive Invitation for Bids. 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 purchase of 35 diesel locomotives with an option to purchase up to an additional 35 diesel locomotives, 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.

# Staff Summary

Item Number 3			
Department, Department Head Name: SVP Operations Support, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Order	Approval
1	Materiel	6	President
2 X	Law		
3 X	Budget		
4 X	DDCR		
5	EVP		

SUMMARY INFORMATION	
Vendor Name WSP USA Inc.	Contract No. RFP 112438
Description Consultant for Worldwide Technical Inspection Services	
Total Amount \$40,145,843	
Contract Term (including Options, if any) 60 Months	
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"/> Noncompetitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## PURPOSE:

To obtain approval from the Board to award a five-year competitively negotiated contract to WSP USA Inc. ("WSP")<sup>1</sup> to provide worldwide technical inspection services in the estimated amount of \$40,145,843.

## DISCUSSION:

NYC Transit requires a consultant to perform in-plant inspections of materials throughout the world before those materials are shipped, and to supply inspectors with multidisciplinary expertise that is not available in-house and who are required to travel throughout the United States and abroad. The inspections are required to ensure that materials and supplies purchased by NYC Transit, as well as those provided by contractors for capital projects, adhere to NYC Transit's specifications. In addition to in-plant inspections, WSP will develop inspection protocols (detailed scripts for determining whether materials comply with the specification requirements), perform quality audits of production processes, and prepare reports documenting and detailing compliance or noncompliance with material specifications. The types of material inspected under this contract include safety-sensitive materials and equipment such as (1) specially fabricated track work materials, (2) rails, railroad ties, and related products, (3) structural steel and other fabricated steel pieces, (4) electrical products, (5) signal and communications equipment, (6) paints and chemicals, and (7) other miscellaneous materials.

Prior to advertising the RFP, the Procurement team engaged in an extensive outreach effort to engineering firms, inspection firms, and nationally recognized testing laboratories. A Request for Proposal ("RFP") was advertised in August 2016 with selection criteria that included the relevant experience of the proposer's assigned personnel in providing material inspections and quality/technical audit services, relevant experience of the proposer with contracts of similar size and scope, proposer's transition plan, proposer's applicable resources and staff of qualified, available inspectors for the project, proposer's demonstrated understanding of the Scope of Work, the proposer's project management team, and overall project cost. Fourteen firms obtained the solicitation and 12 firms attended the pre-proposal conference. On October 13, 2016, four proposals were received from: HAKS Engineers, Architects and Land Surveyors, P.C. ("HAKS"); Intertek Technical Services, Inc. ("Intertek"); WorleyParsons of New York (doing business as "Advisian"), and WSP.

The Selection Committee ("SC") reviewed the proposals and recommended that all four proposers be invited for oral presentations.

<sup>1</sup> The proposed awardee initially proposed under the name Parsons Brinckerhoff, Inc. ("PB"). After receipt of proposals, PB changed its name to WSP USA Inc.

# Staff Summary

Following oral presentations, in accordance with the evaluation criteria in the RFP, the SC recommended that Advisian and WSP be invited to negotiations. HAKS was not invited to negotiations primarily because it was unable to demonstrate sufficient experience of assigned personnel, including inspectors and the project management team. Intertek was not invited to negotiations because it was not able to provide inspectors with sufficient experience in adequate numbers and it did not demonstrate a thorough understanding of the scope of work.

Advisian was invited to negotiations due to the strength of its transition plan, its understanding of the scope of work, and its project management team. WSP was invited to negotiations because of its experience, the experience of its assigned personnel, and its understanding of the scope of work.

Negotiations with Advisian and WSP focused on pricing and contractual terms and conditions.

Following negotiations, Best and Final Offers (“BAFOs”) were requested, which were received on May 8, 2017. The results are summarized below:

Proposer	Initial Proposal	BAFO
WSP	\$42,373,833	\$40,145,843
Advisian	\$41,889,343	\$41,335,704

After reviewing the BAFOs, in accordance with the evaluation criteria in the RFP, the SC unanimously recommended WSP for award. WSP was unanimously determined to be the highest technically ranked proposer because it excelled with regard to the relevant experience of its assigned personnel in providing material inspections and quality/technical audit services and its experience performing inspections under the current Worldwide Technical Inspection Services contract, depth of resources to perform inspections, project management team, mastery of the scope of work and lower overall cost. WSP holds the current Worldwide Technical Inspection Services contract and has performed well. WSP has performed inspection services for various public agencies. References were provided and reference checks were performed for WSP and all were positive.

WSP’s BAFO was \$1.2 million less than Advisian’s BAFO. Through negotiations, savings of \$2.2 million (5%) were achieved vis-à-vis WSP’s initial proposal. The rates for this contract have increased on average 1.8% per year from the rates in the current contract. This compares favorably with the 3.5% current annual rate of increase in the Producer Price Index for engineering services. The final price has been found to be fair and reasonable based on the competitive nature of the RFP.

In connection with a previous contract awarded to PB<sup>2</sup>, PB was found to be responsible notwithstanding significant adverse information (“SAI”) pursuant to the All-Agency Responsibility Guidelines, and such responsibility finding was approved by the MTA Executive Director and Chief Executive Officer in consultation with the MTA General Counsel in March 2008. No new SAI has been found relating to PB or WSP and PB and WSP have been found to be responsible.

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

The MTA Department of Diversity and Civil Rights (“DDCR”) has established goals of 15% MBE and 15% WBE for this contract. DDCR has approved the M/WBE utilization plan for WSP. WSP has achieved its M/W/DBE goals on previous MTA contracts.

## **IMPACT ON FUNDING:**

Funding (non-reimbursable and reimbursable) is available in Materiel’s operating budget under RC 7820, General Ledger number 712542 and Function 880.

## **ALTERNATIVE:**

None recommended. NYC Transit lacks staff with the necessary qualifications to perform these services.

<sup>2</sup> WSP acquired PB in October 2014. The SAI discussed in this paragraph pertained to PB and occurred prior to its acquisition by WSP.

# Schedule K: Ratification of Completed Procurement Actions

Item Number: 1

<b>Vendor Name (Location)</b> WSP USA Inc. (New York, New York)
<b>Description</b> Consultant Construction Management Services for the Second Avenue Subway Project, Phase1
<b>Contract Term (including Options, if any)</b> May 31, 2007–December 31, 2017
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
<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:
<b>Requesting Dept./Div., Dept./Div. Head Name:</b> MTA Capital Construction, John N. Lieber

<b>Contract Number</b> CM-1338	<b>AWO/Mod. #</b> 29
<b>Original Amount:</b>	\$ 80,940,647
<b>Prior Modifications:</b>	\$ 89,545,278
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 170,485,925
<b>This Request:</b>	\$ 30,701,298
<b>% of This Request to Current Amount:</b>	18%
<b>% of Modifications (including This Request) to Original Amount:</b>	148.6%

## Discussion:

This retroactive modification is for additional Consultant Construction Management (“CCM”) services for Phase 1 of the Second Avenue Subway (“SAS”) Project.

The CCM contract was awarded to Parsons Brinckerhoff (“PB”), now known as WSP USA Inc., (“WSP”) in May 2007. Initially, six construction contracts were planned for Phase I of the SAS project. It was subsequently decided by MTA Capital Construction (“MTACC”) to increase the number of contracts from six to ten in order to provide for smaller construction packages, which would in turn enhance competition and receive more favorable pricing. CCM services under this contract include the monitoring/managing of all construction activities such as (1) coordination with contractors and other agencies, (2) full-time on-site inspections and reporting non-conformances, (3) ensuring adherence to environmental specifications, (4) reviewing contractor submittals, and (5) performing administrative, payment, and scheduling services. Additional CCM services necessitated by the increased number of construction contracts and additional staffing support in newly identified areas were previously approved by the Board under Modifications 15 and 21. The Board also approved an extension of the contract term by an additional 36 months from December 28, 2014, to December 31, 2017.

During the second quarter of 2016, the SAS contractors began construction acceleration to achieve revenue service. In order to support this effort, CCM services were increased. In order to meet the deadline, contractors worked around the clock at the stations, at street level and in the tunnel. Accordingly, WSP performed CCM services by providing inspection staff to monitor all activities and assure that contract specifications were followed.

Under this modification, WSP will also provide CCM services to support post-revenue service construction work in the nonpublic areas, inspect completion of punch-list items, and perform closeout services. The projected staffing support under this modification ranges from approximately 130 FTEs per month in January 2017, gradually decreasing to 31 FTEs by December 31, 2017.

The contract budget was exhausted by early October 2016 due to the accelerated construction work. Retroactive memos, effective October 2016, were approved by the MTACC President to continue work pending negotiations and award of this modification. WSP’s initial proposal was in the amount of \$35,117,566. MTACC’s revised estimate was \$30,728,297. Negotiations with WSP resulted in a Best and Final Offer (“BAFO”) of \$30,701,298 or 12.6% lower than its initial proposal. WSP’s BAFO of \$30,701,298 was deemed fair and reasonable, and reflects \$4,416,268 in negotiated savings. WSP’s performance under this contract is being evaluated and to the extent that it is determined that credits are due back to the MTA they will be offset against future payments.

In connection with a previous contract awarded to PB<sup>1</sup>, PB was found to be responsible notwithstanding significant adverse information (“SAI”) pursuant to the All-Agency Responsibility Guidelines, and such responsibility finding was approved by the MTA Executive Director and Chief Executive Officer in consultation with the MTA General Counsel in March 2008. No new SAI has been found relating to PB or WSP and PB and WSP have been found to be responsible.

<sup>1</sup> WSP acquired PB in October 2014. The SAI discussed in this paragraph pertained to PB and occurred prior to its acquisition by WSP.

## Schedule I: Modifications to Purchase and Public Work Contracts

**Item Number:** 1

<b>Vendor Name (Location)</b> New Flyer America, Inc. (St. Cloud, Minnesota)
<b>Description</b> Furnish and deliver 74 low-floor 40-foot CNG buses with an option to purchase up to 30 additional buses
<b>Contract Term (including Options, if any)</b> December 30, 2011–December 31, 2024
<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"/> Noncompetitive
<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., Dept./Div. Head Name:</b> MTA Bus Company, Stephen A. Vidal

<b>Contract Number</b> B-40647A	<b>AWO/Mod. #</b> 3
<b>Original Amount:</b>	\$ 31,588,939
<b>Prior Modifications:</b>	\$ 6,130,795
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 37,719,734
<b>This Request:</b>	\$ 3,147,699
<b>% of This Request to Current Amount:</b>	8.4%
<b>% of Modifications (including This Request) to Original Amount:</b>	29.4%

### Discussion:

It is requested that the Board approve the award of this modification to incorporate three new technologies on 89 low-floor 40-foot CNG buses previously purchased from New Flyer America, Inc. (“New Flyer”) for MTA Bus Company. The total estimated amount of this modification is \$3,147,699.

The original contract, approved by the December 2011 Board, was awarded by NYC Transit on behalf of MTA Bus Company (“MTABC”) on December 30, 2011, to Daimler Buses North America, Inc. (“DBNA”) as a result of a federally funded, competitively solicited RFP for the purchase of 74 low-floor 40-foot CNG buses with an option to purchase up to 30 additional buses. The contract contained an option clause, whereby option buses could be ordered for up to five years post award.

On April 25, 2012, DBNA announced that it planned to stop production of transit buses and exit the transit bus manufacturing industry in North America. Subsequent to discussions between DBNA, NYC Transit, and MTABC, it was determined that it was in the best interest of all parties to assign the contract to New Flyer, the second-lowest proposer from the original solicitation. Modification No. 1 was awarded on July 12, 2012, in order to incorporate changes to the contract language, reflecting a credit of \$229,400, which was acceptable to all parties and helped facilitate the assignment of Contract B40647 from DBNA to New Flyer (B40647A) on July 25, 2012. Delivery of the 74 buses was completed in December 2012.

Modification No. 2, approved by the November 2012 Board, was awarded December 18, 2012, to exercise the contract’s option and purchase an additional 15 low-floor 40-foot CNG buses for MTABC for a total amount of \$6,360,195. Delivery of the 15 buses was completed in March 2013.

Under this modification, New Flyer will furnish and install three new technologies on the 89 CNG buses purchased under this contract: (1) Digital Information Screens (“DIS”) designed to provide audio/visual route and next stop information, planned and unplanned service advisories, as well as geographic specific advertising on screens throughout the bus, (2) Customer-Facing Wi-Fi (“Wi-Fi”), and (3) Automated Passenger Counters (“APC”) to accurately track boarding/alighting of passengers.

New Flyer submitted a proposal in December 2016. Negotiations were then conducted, the Statement of Work was updated to include one wide-screen monitor per bus to provide more space for customer-facing information, and the terms and conditions were finalized. Subsequent to these negotiations, New Flyer submitted its final price of \$3,147,699 on May 17, 2017. This final price is \$33,354 (1.0%) less than DOB’s estimate of \$3,181,053 and has been deemed fair and reasonable by the Cost/Price Analysis Unit, based on the results of a cost audit performed by MTA Audit Services.

The installation of DIS, Wi-Fi and APC will begin in September 2017 and is expected to be completed in February 2018.

**Item Number:** 1

<b>Vendor Name (Location)</b> J-Track LLC (College Point, New York)
<b>Description</b> Furnish and install stairwell flood protection devices
<b>Contract Term (including Options, if any)</b> March 11, 2015–September 11, 2017
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
<b>Requesting Dept./Div., Dept./Div. Head Name:</b> Capital Program Management, John O'Grady

Contract Number	AWO/Mod. #
A-37615	10
<b>Original Amount:</b>	\$ 11,322,920
<b>Prior Modifications:</b>	\$ 1,671,623
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 12,994,543
<b>This Request:</b>	\$ 1,200,000
<b>% of This Request to Current Amount:</b>	9.2%
<b>% of Modifications (including This Request) to Original Amount:</b>	25.4%

**Discussion:**

This retroactive modification is for furnishing and installing a Stairwell Flex-Gate ("Flex-Gate") flood mitigation device at the Bowling Green Station head house in Manhattan.

The original contract provides for furnishing and installing Flex-Gate flood mitigation devices at 23 stairwell entrances to six stations in Manhattan: Canal Street along the 7th Avenue, 8th Avenue, Lexington Avenue, and Broadway lines; Franklin Street along the 7th Avenue Line; and 145th Street along the Lenox Line. The Flex-Gate, manufactured by ILC Dover, allows the deployment of a tension fabric cover over the stairwell entrance in the event of a potential flooding situation.

This modification provides for the installation of a Flex-Gate at the stairwell entrance in the historic head house of the Bowling Green Station in Manhattan. Various types of flood mitigation devices were considered for this structure but were rejected because its installation would require unacceptable alteration to both the structure and surrounding sidewalks. The Flex-Gate design was eventually selected as the most acceptable stair flood mitigation device, however the selection and subsequent custom design for this historic location was not completed until after the contract was awarded.

The additional work includes: site preparation; custom design and fabrication; construction barricades; signage relocation; and installation. The work at the Bowling Green Station head house is more difficult and costly than the work at the other stations because the stairwell at the Bowling Green head house is twice as wide as the stairwells at the other stations, and therefore must be designed and constructed to hold twice the water weight. The Flex-Gate must then be installed indoors within the head house, with more difficult access and constricted working conditions. Installation is performed outdoors at the other locations.

J-Track's proposal was \$1,404,171. NYC Transit's revised estimate was \$1,155,974. Negotiations resulted in agreement on a lump-sum price of \$1,200,000. Savings of \$204,171 were achieved. The negotiated price was found to be fair and reasonable.

On November 30, 2016, the SVP, Capital Program Management approved a retroactive waiver and J-Track was directed to proceed.

In connection with a previous contract awarded to J-Track, J-Track was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman & Chief Executive Officer in consultation with the MTA General Counsel in July 2012. No new SAI has been found relating to J-Track, and J-Track has been found to be responsible.

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## Schedule I: Modifications to Purchase and Public Works Contracts

Item Number: 4 (Final)

<b>Vendor Name (&amp; Location)</b> Tully Construction Co., Inc., Flushing, New York	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;"><b>Contract Number</b> BB-28S</td> <td style="width: 50%;"><b>AWO/Modification #</b></td> </tr> <tr> <td colspan="2" style="height: 20px;"></td> </tr> <tr> <td><b>Original Amount:</b></td> <td style="text-align: right;">\$282,454,276.12</td> </tr> <tr> <td><b>Prior Modifications:</b></td> <td style="text-align: right;">\$42,943,836.91</td> </tr> <tr> <td><b>Prior Budgetary Increases:</b></td> <td style="text-align: right;">\$0.00</td> </tr> <tr> <td><b>Current Amount:</b></td> <td style="text-align: right;">\$320,650,325.03</td> </tr> <tr> <td><b>This Request:</b></td> <td style="text-align: right;">\$11,531,318.00</td> </tr> <tr> <td><b>% of This Request to Current Amount:</b></td> <td style="text-align: right;">3.6%</td> </tr> <tr> <td><b>% of Modifications (including This Request) to Original Amount:</b></td> <td style="text-align: right;">17.6%</td> </tr> </table>	<b>Contract Number</b> BB-28S	<b>AWO/Modification #</b>			<b>Original Amount:</b>	\$282,454,276.12	<b>Prior Modifications:</b>	\$42,943,836.91	<b>Prior Budgetary Increases:</b>	\$0.00	<b>Current Amount:</b>	\$320,650,325.03	<b>This Request:</b>	\$11,531,318.00	<b>% of This Request to Current Amount:</b>	3.6%	<b>% of Modifications (including This Request) to Original Amount:</b>	17.6%
<b>Contract Number</b> BB-28S	<b>AWO/Modification #</b>																		
<b>Original Amount:</b>	\$282,454,276.12																		
<b>Prior Modifications:</b>	\$42,943,836.91																		
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<b>This Request:</b>	\$11,531,318.00																		
<b>% of This Request to Current Amount:</b>	3.6%																		
<b>% of Modifications (including This Request) to Original Amount:</b>	17.6%																		
<b>Description</b> Sandy Restoration and Project BB-28/BB-54, Rehabilitation of the Tunnel and Brooklyn Plaza at the Hugh L. Carey Tunnel																			
<b>Contract Term (including Options, if any)</b> December 12, 2014 – March 31, 2018																			
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																			
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive																			
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:																			
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:																			
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering & Construction, Joe Keane, P.E.																			
<b>Discussion:</b> <p>B&amp;T is seeking Board Approval under the All Agency General Contract Procurement Guidelines to amend a public work contract, Contract BB-28S, with Tully Construction Co., Inc. (Tully) to: furnish and install electrical and LED lighting upgrades to modernize the Manhattan and Brooklyn Plazas in coordination with the new Open Road Tolling (ORT) gantries and furnish and install additional tunnel fire standpipe insulation in the negotiated amount totaling \$11,531,318, which includes the ratification of funding in the amount totaling \$2,750,000.</p> <p>The Contract was awarded to Tully in December 2014 in the amount of \$282,454,276.12 subsequent to a competitive RFP process and Board approval. The Scope of Work required to restore the Hugh L. Carey Tunnel (HCT) to a pre-storm state of good repair includes system replacements as follows: tunnel pumping; electrical; lighting; communications, monitoring and control systems; tunnel structural and civil repairs; tunnel wall tile, ceiling panels, polymer panels, curbs and gutters; and tunnel ventilation building rehabilitation as well as asbestos and incidental lead abatement; and maintenance and protection of traffic. Also, Capital Program Projects BB-28, Ph. II and BB-54 scopes include fire line replacements and rehabilitation of the Brooklyn Plaza. To date, prior modifications totaling \$42,943,836.91 have been approved, inclusive of ORT related amendments totaling \$14,721,722.82. B&amp;T is accelerating the substantial completion of the Project, which is currently scheduled for March 31, 2018.</p> <p>As part of the New York Crossings initiative, B&amp;T is embarking on full implementation of cashless all-electronic ORT at B&amp;T facilities. The implementation required necessary civil, structural and electrical infrastructure construction work to install ORT gantries prior to the installation of E-ZPass tag readers, cameras, system software and integration that were performed by others. Additionally, architectural enhancements that include foundations, tower structures, mesh, beacon light fixtures and LED lighting upgrades, which are complementary and integral to the plaza modernization and the ORT gantry system have commenced in order to complete the transformation of the B&amp;T tunnel plazas. Similar improvements are being implemented at all other B&amp;T facilities in order to modernize the toll plazas in concert with the delivery of ORT. The remaining work for related ORT and other toll plaza improvement initiatives is being finalized and shall be presented to the Board for approval in subsequent procurement actions.</p> <p>In order to complete the modernization and architectural transformation of the Manhattan and Brooklyn Plazas, LED lighting and electrical power distribution upgrades have been initiated. The work includes power distribution upgrades to the Manhattan and Brooklyn Plazas, which includes underground civil construction work and the installation of LED lighting on the plaza walls, the newly installed towers and the ORT gantry. Tully submitted proposals in the amount totaling \$11,166,497.68, inclusive of additional civil construction and support activities. The estimates total \$8,853,841. Negotiations resulted in B&amp;T and Tully agreeing to an amount totaling \$10,204,118 (inclusive of an allowance in the amount of \$1,500,000 for additional modifications and design revisions). The negotiated amount is considered fair and reasonable. The estimates did not completely account for the impacts associated with limited site access, the complexities of performing the tower and plaza wall electrical installations, and the work being performed during nights and continuously on weekends at premium time.</p>																			



The quantity for Item 15085.1-Plumbing Piping Insulation has overrun its current quantity by 3,060 Linear Feet. The insulation is for the tunnel fire standpipe system to ensure certain areas are not susceptible to freezing conditions during the winter months. Tully submitted a proposal in the amount of \$1,548,874.97. The Engineer's estimate is \$721,919.04. Negotiations resulted in the Authority and Tully agreeing to an amount totaling \$1,327,200, which is considered fair and reasonable. The estimate did not account for the shop fabrication time required to form the stainless steel cladding material, sufficient plumbing support necessary for insulation demolition and removal and replacement of the standpipe clamps at the locations to be insulated.

The negotiated total amount of the amendment is \$11,531,318 and is considered fair and reasonable.

Funding for the tower and wall LED lighting and support in the amount of \$10,204,118 is available in the 2015 - 2019 Capital Program under Project D703HC63 Task D04012 (Gateway Towers). Funding for the additional piping insulation in the amount of \$1,137,250 is available in the 2010 – 2014 Capital Program under Project D602BB28, Task D02562.

## Schedule I: Modifications to Purchase and Public Works Contracts

Item Number: 5 (Final)

<b>Vendor Name (&amp; Location)</b> Judlau Contracting, Inc, College Point, New York		<b>Contract Number</b> QM-40S	<b>AWO/Modification #</b>
<b>Description</b> Sandy Restoration and Mitigation and Projects QM-40/QM-18, Rehabilitation of the Tunnel and Manhattan Exit Plaza at the Queens Midtown Tunnel		<b>Original Amount:</b> \$236,500,000.00	
<b>Contract Term (including Options, if any)</b> April 23, 2015 – July 9, 2018		<b>Prior Modifications:</b> \$39,512,696.73	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>Prior Budgetary Increases:</b> \$0.00	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		<b>Current Amount:</b> \$ 276,012,696.73	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		<b>This Request:</b> \$9,800,000.00	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		<b>% of This Request to Current Amount:</b> 3.6%	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering & Construction, Joe Keane, P.E.		<b>% of Modifications (including This Request) to Original Amount:</b> 20.9%	

### Discussion:

B&T is seeking Board approval under the All Agency General Contract Procurement Guidelines to amend public work Contract QM-40S with Judlau Contracting, Inc. (Judlau) to fabricate, furnish and install architectural enhancements that include tower structures to modernize the plazas and coordinate with the new Open Road Tolling (ORT) gantries; and provide paving services in the negotiated amount totaling \$9,800,000, which includes the ratification of funding in the amount totaling \$2,400,000.

The Contract was awarded to Judlau in April 2015 in the amount of \$236,500,000 (inclusive of incentives totaling \$6,460,000) subsequent to a competitive RFP process and Board approval. The Scope of Work required the contractor to restore the Queens Midtown Tunnel (QMT) to a pre-storm state of good repair including system replacements as follows: tunnel electrical; lighting; communications; monitoring and control systems; mid-river pump room; tunnel structural and civil repairs; tunnel wall tile; ceiling panels; polymer panels; catwalk, curbs and gutters; and tunnel ventilation building rehabilitation as well as asbestos and incidental lead abatement and maintenance and protection of traffic. Additionally Project QM-18 includes the rehabilitation of the Manhattan Exit Plaza. To date, prior modifications totaling \$39,512,696.73 have been approved, inclusive of ORT amendments totaling \$10,954,000. B&T is accelerating the substantial completion of the Project, which is now scheduled for July 9, 2018.

As part of the New York Crossings initiative, B&T is embarking on full implementation of cashless all-electronic ORT at B&T facilities. The implementation required necessary civil, structural and electrical infrastructure construction work to install ORT gantries prior to the installation of E-ZPass tag readers, cameras, system software and integration that were performed by others. Additionally, architectural enhancements that include: foundations; tower structures; mesh; beacon light fixtures and LED lighting upgrades, which are complementary and integral to the plaza modernization and the ORT gantry system have commenced in order to complete the transformation of the B&T tunnel plazas. Similar improvements are being implemented at all other B&T facilities in order to modernize the toll plazas in concert with the delivery of ORT. The remaining work for related ORT and other toll plaza improvement initiatives are being finalized and shall be presented to the Board for approval in subsequent procurement actions.

The plaza modernization work included in this amendment is for the fabrication and installation of foundations, tower structures, mesh and installation of beacon light fixtures (provided by others); additionally milling and permanent paving for the Queens Plaza is included in this request. Judlau submitted proposals totaling \$11,280,000. The estimates total \$9,022,305.72. Negotiations resulted in B&T and Judlau agreeing to an amount totaling \$9,800,000 which includes allowances for \$2,500,000 for architectural enhancements as part for the tower structures and \$750,000 for utility relocation and restoration. The negotiated amount is 8.6% above the estimate and is considered fair and reasonable based on the accelerated completion schedule and risks associated with performing the Work in an expedited manner. In order to meet the expedited schedule for this work, B&T authorized Judlau to commence the work and B&T seeking ratification in the amount of \$2,400,000.

The funding for this work in the amount of \$7,900,000 is available in the 2015-2019 Capital Program, under Project D703QM63, Task D04015 (Gateway Towers) and \$1,900,000 under Major Maintenance Project R701QM40, Task R03052.

In connection with a previous contract awarded to the Judlau, Judlau was found to be responsible notwithstanding significant adverse information (SAI) pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel. In addition, as a result of the review of Judlau's responsibility since the prior contract award, new SAI was identified and Judlau was found to be responsible notwithstanding such new SAI and such responsibility finding was subsequently approved by the TBTA President in consultation with the TBTA General Counsel on February 21, 2017.

## Schedule I: Modifications to Purchase and Public Works Contracts

Item Number: 6 (Final)

<b>Vendor Name (&amp; Location)</b> Kiska Construction, Inc., Long Island City, New York		<b>Contract Number</b> MP-03/MP-16	<b>AWO/Modification #</b>
<b>Description</b> Electrical and Mechanical Rehabilitation, Friction Mitigation, Miscellaneous Steel Repairs, Painting and Fire Standpipe Installation at the Marine Parkway-Gil Hodges Memorial Bridge		<b>Original Amount:</b> \$98,500,000.00	
<b>Contract Term (including Options, if any)</b> December 11, 2015 – December 10, 2018		<b>Prior Modifications:</b> \$18,968,199.74	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>Prior Budgetary Increases:</b> \$0.00	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		<b>Current Amount:</b> \$117,468,199.74	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:		<b>This Request:</b> \$6,479,010.06 MPB-\$3,290,111.01 CBB-\$3,188,899.05	
<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> 5.5%	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering & Construction, Joe Keane, P.E.		<b>% of Modifications (including This Request) to Original Amount:</b> 25.8%	

### Discussion:

B&T is seeking Board approval under the All Agency General Contract Procurement Guidelines to amend public work Contract MP-03/MP-16 with Kiska Construction, Inc. (Kiska) for long lead time LED lighting materials to modernize the plazas' appearances, including the new towers to coordinate with the Open Road Tolling (ORT) gantries and related equipment for the Marine Parkway-Gil Hodges Memorial Bridge (MPB) and Cross Bay Veterans Memorial Bridge (CBB) and to purchase two (2) transformers for the rehabilitation of the MPB lift span. The amendment is in the agreed amount totaling \$6,479,010.06, which includes the ratification of funding in the amount totaling \$2,250,000.

The Contract was awarded to Kiska in December 2015 in the amount of \$98,500,000 subsequent to competitive bidding with a duration of three (3) years. The Scope of Work requires the following: replacement of lift span motors and drives, PLCs, droop cables and barrier gates; other lift span electrical upgrades; mechanical replacements and upgrades for the machinery room; installation of new auxiliary counterweight ropes; installation of new fire line system and hydrants; architectural upgrades and repairs; various structural steel and grid deck repairs; furnish and install structural health monitoring system; rope socket enhancements; abatement of asbestos and lead containing materials; painting; and maintenance and protection of traffic. Four amendments totaling \$18,968,199.74 have been issued, inclusive of \$17,795,000 for phased ORT, civil, structural, electrical and toll booth demolition work at the MPB and CBB.

As part of the New York Crossings initiative, B&T is embarking on full implementation of cashless all-electronic ORT at B&T facilities. The implementation required necessary civil, structural and electrical infrastructure construction work to install ORT gantries prior to the installation of E-ZPass tag readers, cameras, system software and integration that were performed by others. Additionally, architectural enhancements that include foundations, tower structures, mesh, beacon light fixtures and LED lighting upgrades, which are complementary and integral to the plaza modernization and the ORT gantry system have commenced in order to complete the transformation of the B&T bridge plazas. Similar improvements are being implemented at all other B&T facilities in order to modernize the toll plazas in concert with the delivery of ORT. The remaining work for related ORT and other toll plaza improvement initiatives is being finalized and shall be presented to the Board for approval in subsequent procurement actions.

Long lead time LED electrical and architectural materials to modernize the plazas and for the new towers at the MPB and CBB require the expedited placement of material orders and deposits to ensure timely delivery in order to meet the installation schedules. This request includes the procurement of two new transformers required for the lift span rehabilitation at the MPB. Kiska submitted a proposals and quotations in the amount of \$4,479,010.06. The Engineering estimates is \$4,580,790.99. Negotiations resulted in B&T accepting Kiska's proposals totaling \$4,479,010.06, which is 2.2% below the estimate and is fair and reasonable. Additionally, B&T is requesting an allowance of \$2,000,000 (\$1,000,000 per facility) to commence tower and related LED lighting electrical installations. The total amendment amount is \$6,479,010.06.

Funding in the amount of \$6,479,010.06 is available in the 2015-2019 Capital Program under Projects D703/MP63/D04024 (\$3,188,890.04), Project D703/CB63/D04027 (3,188,890.05) and Project D604/MP03/D03310 (\$101,211.97).

(rev. 3/16/07)

## Schedule I: Modifications to Purchase and Public Works Contracts

Item Number: 7 (Final)

<b>Vendor Name (&amp; Location)</b> DeFoe Corp., Mount Vernon, NY		<b>Contract Number</b> RK-23A	<b>AWO/Modification</b>
<b>Description</b> Reconstruction and Rehabilitation of the 125 <sup>th</sup> Street Manhattan Approach Ramps to the RFK Bridge			
<b>Contract Term (including Options, if any)</b> December 22, 2014 – December 21, 2017		<b>Original Amount:</b>	\$68,300,000.70
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>Prior Modifications:</b>	\$31,618,556.83
<b>Procurement</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		<b>Prior Budgetary Increases:</b>	\$0.00
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:		<b>Current Amount:</b>	\$99,918,557.53
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		<b>This Request:</b>	\$3,665,502.00
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering & Construction, Joe Keane, P.E.		<b>% of This Request to Current Amount:</b>	3.7%
		<b>% of Modifications (including This Request) to Original Amount:</b>	51.7%

### Discussion:

B&T is seeking Board Approval under the All Agency General Contract Procurement Guidelines to amend a public works contract, Contract RK-23A, with DeFoe Corp. (DeFoe) to: install foundations, paint gantry pipes, fiber optic integration and fabricate, furnish and install tower structures as architectural enhancements of the Open Road Tolling (ORT) gantries at the Manhattan Plaza of the RFK Bridge in the negotiated amount of \$3,665,502.00.

The Contract was awarded to DeFoe in December 2014 in the amount of \$68,300,000.70 (inclusive of an incentive totaling \$1,165,440.00) subsequent to a competitive sealed bid process. The Scope of Work required replacing the on and off-bound ramps from 125<sup>th</sup> Street in Manhattan to the RFK Bridge, inclusive of maintenance and protection of traffic and incidental lead abatement. Previous amendments totaling \$31,618,556.83 have been issued for changed field conditions, the construction phase for ORT implementation and extension of the ORT gantries across both travel directions for future two-way tolling operation, associated strengthening of the steel superstructure to support the wider gantry and roadway restoration at the Manhattan approach to the RFK Harlem River Lift Span Bridge.

As part of the New York Crossings initiative B&T is embarking on full implementation of cashless all-electronic ORT at B&T facilities which requires necessary civil, structural and electrical infrastructure construction work that will enable the installation of E-ZPass tag readers and cameras, to be installed under a separate contract along with related software and integration services. In addition, portions of the steel reinforced concrete roadway are being replaced to avoid interferences with ORT functionality and to maintain the roadway in a state of good repair. In addition toll booths will be demolished in order to move to a fully open road tolling environment. Architectural enhancements at the RFK will include towers at the gantry legs and architectural mesh installed above the gantries that are intended to enhance the appearance of the ORT gantry system. Similar improvements are being implemented at all other B&T facilities in order to modernize the toll plazas in concert with the delivery of ORT.

This proposed Amendment is for:

- (i) The Manhattan Plaza architectural work including fabrication and installation of tower structures, painting of ORT gantry pipes and fiber optic integration at the Manhattan approach to the RFK. The remaining work for the Manhattan ORT is currently in design development, will include electrical and other related two-way tolling operation work and will be submitted to the Board for approval in future procurement action(s). DeFoe submitted proposals totaling \$2,438,670 for these ORT enhancements. Negotiations resulted in B&T and DeFoe agreeing to the negotiated amount totaling \$2,400,000, which is 0.66% above the Engineer's estimate of \$2,384,250 and is fair and reasonable.

- (ii) Foundations and anchors for the architectural enhancements required for the Bronx Plaza installation. This work requires: installation of thirty mini caissons, removal and re-installation of existing retaining wall, core drilling the existing sidewalk slab and installation of rock anchors. In order to meet the current schedule for completion of this work verbal authorization was given on May 9, 2017 in the amount of \$500,000 for Defoe to begin preliminary foundation work. DeFoe submitted proposals totaling \$1,424,500. Discussions resulted in B&T and DeFoe agreeing to the negotiated amount totaling \$1,265,502, 7.1% above the Engineer's estimate of \$1,181,168.24. The estimates did not account for work being performed during nights and continuously on weekends at premium time, which increased the pricing for the installation and construction work.

The negotiated total amount of the amendment is \$3,665,502.00 and is considered fair and reasonable.

Funding for the proposed amendment is available under the 2015-2019 Capital Program for ORT architectural work at the Manhattan approach to the RFK in the amount of \$2,400,000.00 (Project D703/RK63/D04018) and for the civil work at the Bronx plaza in the amount of \$1,265,502 (Project D703/RK63/D040074).

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

Item Number: 3 (Final)

<b>Vendor Name (&amp; Location)</b> Jacobs Civil Consultants, Inc. Atkins, P.A. dba Atkins Architecture and Engineering		<b>Contract Number</b> PSC-13-2941A, PSC-13-2941B	<b>AWO/Modification</b>
<b>Description</b> Miscellaneous Toll Collection Consultant Support Services On An As-Needed Basis		<b>Original Amount:</b> \$3,000,000	
<b>Contract Term (including Options, if any)</b> September 30, 2013 – November 30, 2016		<b>Prior Modifications:</b> \$0.00	
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		<b>Prior Budgetary Increases:</b> \$0.00	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		<b>Current Amount:</b> \$3,000,000	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		<b>This Request:</b> \$2,000,000	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		<b>% of This Request to Current Amount:</b> 60%	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Operations Dept., Toll System Maintenance Div., Patrick Parisi		<b>% of Modifications (including This Request) to Original Amount:</b> 60%	

### Discussion

B&T is seeking Board Approval in accordance the All-Agency Guidelines for Procurement of Services to amend a personal service Contract No.'s PSC-13-2941A with Jacobs Civil Consultants, Inc. (JCCI) and PSC-13-2941B with Atkins, P.A. dba Atkins Architecture and Engineering (Atkins) for additional work in the not-to exceed amount of \$2,000,000 to provide support and technical consulting services in toll collection and toll violation enforcement at all of the Authority's facilities. The contracts were competitively awarded to Jacobs in December 2014 and to Atkins in June 2014 for duration of four (4) years to provide support services for Toll Collection at all B&T facilities.

The Consulting Services under this project include various tasks designed to (i) ensure that the Authority's toll collection and violation enforcement systems are robust, accurate, reliable and maintainable, (ii) develop plans to improve, modernize, and replace toll system components when necessary, (iii) assist in the development of toll marketing strategies based on toll technology information, and (iv) study and propose means and methods to protect privacy and comply with all applicable laws and regulations.

When this Contract was first formulated, it included support services for the implementation of Open Road Tolling (ORT) at the Henry Hudson Bridge and All Electronic Tolling (AET) at the Cross Bay and Marine Parkway Bridges. With the expansion of ORT to all Authority facilities as part of the New York Crossings initiative, there is a significant increase in support services needed to protect B&T's revenue stream. To address this need, an additional amount not to exceed \$2,000,000 is required to enable JCCI and Atkins to continue to support B&T's ORT implementation for the Robert F. Kennedy Bridge, Verrazano Narrows Bridge, Bronx-Whitestone Bridge, and Throgs Neck Bridge. Work will be performed on an as-needed basis at the competitively procured rates. Funds are available under the 2015-2019 Capital Program, project D703AW63.

In connection with previous contracts awarded to the JCCI and Atkins. JCCI was found to be responsible notwithstanding significant adverse information (SAI) pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel on May 19, 2013. In addition, Atkins was found to be responsible notwithstanding significant adverse information (SAI) pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel on February 1, 2016. No new SAI has been found related to either consultants and both have been found responsible.

## Schedule I: Modifications to Purchase and Public Works Contracts

Item Number: 8 (Final)

<b>Vendor Name (&amp; Location)</b> Selex ES, Inc. (dba ELSAG North America) (Greensboro, NC)	<b>Contract Number</b> PO 3000002520	<b>AWO/Modification #</b> 1
<b>Description</b> ELSAG License Plate Recognition System	<b>Original Amount:</b> \$3,738,545.00	
<b>Contract Term (including Options, if any)</b> October 28, 2016 – October 27, 2021	<b>Prior Modifications:</b> \$0.00	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Prior Budgetary Increases:</b> \$0.00	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<b>Current Amount:</b> \$3,738,545.00	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Ride NYSOGS	<b>This Request:</b> \$1,626,235.00	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	<b>% of This Request to Current Amount:</b> 44%	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Internal Security, Donald Look	<b>% of Modifications (including This Request) to Original Amount:</b> 44%	

### Discussion:

B&T is seeking Board approval under the All Agency General Contract Procurement Guidelines to amend a purchase contract PO 3000002520 with Selex ES, Inc. - dba ELSAG North America – (Selex) to continue the procurement of Selex's proprietary advanced License Plate Recognition System (LPRS) to strengthen safety, security and law enforcement efforts in the amount of \$1,626,235 in accordance with the terms and conditions of the New York State Office of General Services (NYSOGS) Contract PC66814.

The contract was awarded to Selex in October 2016 for acquiring a license plate recognition system which includes: cameras, hardware, software and other auxiliary equipment together with configuration/installation, testing, training and maintenance in the amount of \$3,738,545. The LPRS is deployed at B&T facilities on ORT gantries.

As part of the New York Crossings initiative, B&T is embarking on full implementation of cashless all-electronic ORT at B&T facilities. The implementation requires necessary civil, structural and electrical infrastructure construction work to install ORT gantries and the installation of E-ZPass tag readers, cameras, and system software and integration. Additionally safety, security and plaza modernization enhancement initiatives have commenced at B&T's bridge and tunnel facilities.

The proposed amendment for additional funding of \$1,626,235 is needed to cover unforeseen additional expenses as well as to accommodate for field conditions experienced during installation. The unforeseen additional expenses include: servers and equipment needed by MTAIT for the rapid implementation of the project; engineering and field support hours for customized reporting and other fine-tuning; customer integration work to supply law enforcement access to images and data from the TBTA License Plate Reader (LPR) System; and required licensing not allotted for in the first estimate. The additional field condition accommodations include: field cabling length changes in response to design reconfigurations and a \$500,000 contingency fund for changes resulting from architectural enhancements.

Selex's proposed cost is in accordance with NYSOGS discount of 35% off catalog/list price as well as an additional negotiated 10% discount for a total discount of 45%. The amount of \$1,626,235 inclusive of the \$500,000 contingency fund is considered fair and reasonable.

Funding is available under the Operating Budget GL#714220.



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**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2017 Adopted Budget**  
**Accrual Statement of Operations by Category**  
**April 2017 Monthly**  
(\$ in millions)

	Non-Reimbursable				Reimbursable				Total			
	Adopted Budget	Actual	-Variance: Fav/(Unfav)-Dollars	-Variance: Fav/(Unfav)-Percent	Adopted Budget	Actual	-Variance: Fav/(Unfav)-Dollars	-Variance: Fav/(Unfav)-Percent	Adopted Budget	Actual	-Variance: Fav/(Unfav)-Dollars	-Variance: Fav/(Unfav)-Percent
<b>Revenue</b>												
Farebox Revenue	\$507.7	\$505.5	(\$2.2)	(0.4)	\$0.0	\$0.0	\$0.0	N/A	\$507.7	\$505.5	(\$2.2)	(0.4)
Toll Revenue	161.1	158.8	(2.3)	(1.4)	0.0	0.0	0.0	N/A	161.136	158.803	(2.333)	(1.4)
Other Revenue	57.2	56.1	(1.1)	(1.8)	0.0	0.0	0.0	N/A	57.2	56.1	(1.1)	(1.8)
Capital and Other Reimbursements	0.0	0.0	0.0	N/A	209.7	199.5	(10.2)	(4.9)	209.7	199.5	(10.2)	(4.9)
<b>Total Revenues</b>	<b>\$726.0</b>	<b>\$720.4</b>	<b>(\$5.6)</b>	<b>(0.8)</b>	<b>\$209.7</b>	<b>\$199.5</b>	<b>(\$10.2)</b>	<b>(4.9)</b>	<b>\$935.7</b>	<b>\$919.9</b>	<b>(\$15.8)</b>	<b>(1.7)</b>
<b>Expenses</b>												
<u><b>Labor:</b></u>												
Payroll	\$392.0	\$384.0	\$8.1	2.1	\$65.7	\$61.4	\$4.3	6.5	\$457.7	\$445.4	\$12.3	2.7
Overtime	52.6	59.0	(6.4)	(12.1)	26.8	27.7	(0.9)	(3.4)	79.4	86.7	(7.3)	(9.1)
Health and Welfare	103.9	93.5	10.5	10.1	6.1	5.9	0.3	4.7	110.1	99.3	10.8	9.8
OPEB Current Payments	49.1	28.2	21.0	42.7	0.7	0.9	(0.3)	(37.6)	49.8	29.1	20.7	41.6
Pension	106.9	105.7	1.2	1.1	7.8	7.4	0.4	4.8	114.7	113.1	1.6	1.4
Other Fringe Benefits	64.9	66.6	(1.7)	(2.6)	25.8	24.3	1.5	5.8	90.8	90.9	(0.2)	(0.2)
Reimbursable Overhead	(51.6)	(63.2)	11.6	22.5	51.4	63.0	(11.6)	(22.6)	(0.2)	(0.2)	0.0	1.6
<b>Total Labor Expenses</b>	<b>\$718.0</b>	<b>\$673.6</b>	<b>\$44.3</b>	<b>6.2</b>	<b>\$184.4</b>	<b>\$190.8</b>	<b>(\$6.4)</b>	<b>(3.4)</b>	<b>\$902.4</b>	<b>\$864.4</b>	<b>\$38.0</b>	<b>4.2</b>
<u><b>Non-Labor:</b></u>												
Electric Power	\$39.4	\$34.8	\$4.7	11.8	\$0.0	\$0.2	(\$0.2)	<(100.0)	\$39.4	\$35.0	\$4.4	11.3
Fuel	13.9	13.7	0.2	1.3	0.0	0.0	0.0	<(100.0)	13.9	13.7	0.2	1.2
Insurance	3.9	2.0	2.0	50.4	1.2	1.1	0.1	8.4	5.1	3.0	2.1	40.7
Claims	23.2	28.2	(5.0)	(21.7)	0.0	0.0	0.0	N/A	23.2	28.2	(5.0)	(21.7)
Paratransit Service Contracts	33.8	30.9	2.9	8.5	0.0	0.0	0.0	N/A	33.8	30.9	2.9	8.5
Maintenance and Other Operating Contracts	56.1	46.6	9.5	17.0	5.7	4.7	1.0	17.6	61.8	51.3	10.5	17.0
Professional Services Contracts	40.2	32.8	7.4	18.4	5.2	(8.7)	13.8	> 100.0	45.3	24.1	21.2	46.8
Materials and Supplies	55.4	43.7	11.6	21.0	13.0	11.1	1.9	15.0	68.4	54.8	13.6	19.9
Other Business Expenses	22.2	17.5	4.7	21.2	0.3	0.3	(0.1)	(26.7)	22.4	17.8	4.6	20.7
<b>Total Non-Labor Expenses</b>	<b>\$288.1</b>	<b>\$250.2</b>	<b>\$37.9</b>	<b>13.2</b>	<b>\$25.3</b>	<b>\$8.7</b>	<b>\$16.6</b>	<b>65.5</b>	<b>\$313.4</b>	<b>\$258.9</b>	<b>\$54.5</b>	<b>17.4</b>
<u><b>Other Expense Adjustments</b></u>												
Other	\$3.2	\$3.0	\$0.2	7.0	\$0.0	\$0.0	\$0.0	N/A	\$3.2	\$3.0	\$0.2	7.0
General Reserve	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A
<b>Total Other Expense Adjustments</b>	<b>\$3.2</b>	<b>\$3.0</b>	<b>\$0.2</b>	<b>7.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>N/A</b>	<b>\$3.2</b>	<b>\$3.0</b>	<b>\$0.2</b>	<b>7.0</b>
<b>Total Expenses Before Non-Cash Liability Adjs.</b>	<b>\$1,009.2</b>	<b>\$926.8</b>	<b>\$82.5</b>	<b>8.2</b>	<b>\$209.7</b>	<b>\$199.5</b>	<b>\$10.2</b>	<b>4.9</b>	<b>\$1,218.9</b>	<b>\$1,126.3</b>	<b>\$92.7</b>	<b>7.6</b>
Depreciation	\$207.4	\$214.5	(\$7.2)	(3.5)	\$0.0	\$0.0	\$0.0	N/A	\$207.4	\$214.5	(\$7.2)	(3.5)
OPEB Liability Adjustment	35.5	34.0	1.5	4.3	0.0	0.0	0.0	N/A	35.5	34.0	1.5	4.3
GASB 68 Pension Expense Adjustment	3.4	0.0	3.4	100.0	0.0	0.0	0.0	N/A	3.4	0.0	3.4	100.0
Environmental Remediation	0.2	0.2	0.0	(0.0)	0.0	0.0	0.0	N/A	0.2	0.2	0.0	(0.0)
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$1,255.7</b>	<b>\$1,175.4</b>	<b>\$80.3</b>	<b>6.4</b>	<b>\$209.7</b>	<b>\$199.5</b>	<b>\$10.2</b>	<b>4.9</b>	<b>\$1,465.4</b>	<b>\$1,374.9</b>	<b>\$90.5</b>	<b>6.2</b>
<b>Net Surplus/(Deficit) Before Subsidies &amp; Debt Svc</b>	<b>(\$529.7)</b>	<b>(\$455.0)</b>	<b>\$74.7</b>	<b>14.1</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>&gt; 100.0</b>	<b>(\$529.7)</b>	<b>(\$455.0)</b>	<b>\$74.7</b>	<b>14.1</b>
<b>Subsidies</b>	<b>\$436.8</b>	<b>\$478.7</b>	<b>\$41.9</b>	<b>9.6</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>N/A</b>	<b>\$436.8</b>	<b>\$478.7</b>	<b>\$41.9</b>	<b>9.6</b>
<b>Debt Service</b>	<b>218.6</b>	<b>249.9</b>	<b>(31.3)</b>	<b>(14.3)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>N/A</b>	<b>218.6</b>	<b>249.9</b>	<b>(31.3)</b>	<b>(14.3)</b>

Note: Totals may not add due to rounding

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.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2017 Adopted Budget**  
**Accrual Statement of Operations by Category**  
**April 2017 Year-to-Date**  
(\$ in millions)

	Non-Reimbursable				Reimbursable				Total			
	Adopted Budget	Actual	-Variance: Fav/(Unfav)-Dollars	-Variance: Fav/(Unfav)-Percent	Adopted Budget	Actual	-Variance: Fav/(Unfav)-Dollars	-Variance: Fav/(Unfav)-Percent	Adopted Budget	Actual	-Variance: Fav/(Unfav)-Dollars	-Variance: Fav/(Unfav)-Percent
<b>Revenue</b>												
Farebox Revenue	\$1,983.0	\$1,954.9	(\$28.1)	(1.4)	\$0.0	\$0.0	\$0.0	N/A	\$1,983.0	\$1,954.9	(\$28.1)	(1.4)
Toll Revenue	582.4	580.5	(1.9)	(0.3)	0.0	0.0	0.0	N/A	582.420	580.475	(1.945)	(0.3)
Other Revenue	235.0	217.1	(17.9)	(7.6)	0.0	0.0	0.0	N/A	235.0	217.1	(17.9)	(7.6)
Capital and Other Reimbursements	0.0	0.0	0.0	N/A	673.7	654.1	(19.6)	(2.9)	673.7	654.1	(19.6)	(2.9)
<b>Total Revenues</b>	<b>\$2,800.5</b>	<b>\$2,752.5</b>	<b>(\$47.9)</b>	<b>(1.7)</b>	<b>\$673.7</b>	<b>\$654.1</b>	<b>(\$19.6)</b>	<b>(2.9)</b>	<b>\$3,474.2</b>	<b>\$3,406.6</b>	<b>(\$67.5)</b>	<b>(1.9)</b>
<b>Expenses</b>												
<u><b>Labor:</b></u>												
Payroll	\$1,642.9	\$1,631.2	\$11.7	0.7	\$238.7	\$213.8	\$24.8	10.4	\$1,881.6	\$1,845.0	\$36.6	1.9
Overtime	255.3	278.1	(22.8)	(8.9)	59.8	79.1	(19.2)	(32.1)	315.1	357.2	(42.1)	(13.3)
Health and Welfare	419.3	383.1	36.2	8.6	22.8	22.5	0.3	1.3	442.1	405.6	36.5	8.3
OPEB Current Payments	199.2	178.8	20.3	10.2	2.8	3.8	(1.1)	(39.7)	201.9	182.7	19.2	9.5
Pension	439.2	428.7	10.5	2.4	29.4	28.3	1.0	3.5	468.6	457.0	11.6	2.5
Other Fringe Benefits	292.5	295.9	(3.4)	(1.2)	82.5	79.6	2.9	3.5	375.0	375.6	(0.6)	(0.1)
Reimbursable Overhead	(147.7)	(159.9)	12.3	8.3	147.1	159.0	(11.9)	(8.1)	(0.6)	(0.9)	0.3	61.2
<b>Total Labor Expenses</b>	<b>\$3,100.7</b>	<b>\$3,035.9</b>	<b>\$64.8</b>	<b>2.1</b>	<b>\$583.0</b>	<b>\$586.3</b>	<b>(\$3.2)</b>	<b>(0.6)</b>	<b>\$3,683.7</b>	<b>\$3,622.2</b>	<b>\$61.6</b>	<b>1.7</b>
<u><b>Non-Labor:</b></u>												
Electric Power	\$170.3	\$150.9	\$19.3	11.4	\$0.1	\$0.7	(\$0.5)	<(100.0)	\$170.4	\$151.6	\$18.8	11.0
Fuel	56.9	52.4	4.5	7.8	0.0	0.0	0.0	<(100.0)	56.9	52.4	4.4	7.8
Insurance	14.8	4.6	10.3	69.3	3.9	3.6	0.3	6.8	18.7	8.2	10.5	56.2
Claims	93.5	115.7	(22.1)	(23.6)	0.0	0.0	0.0	N/A	93.5	115.7	(22.1)	(23.6)
Paratransit Service Contracts	135.6	123.6	12.0	8.9	0.0	0.0	0.0	N/A	135.6	123.6	12.0	8.9
Maintenance and Other Operating Contracts	221.2	172.9	48.3	21.8	22.8	20.8	2.0	8.9	244.0	193.7	50.3	20.6
Professional Services Contracts	138.6	124.5	14.1	10.2	19.5	(5.5)	25.0	> 100.0	158.1	119.0	39.1	24.7
Materials and Supplies	210.9	193.4	17.5	8.3	45.3	46.5	(1.2)	(2.6)	256.2	239.9	16.3	6.4
Other Business Expenses	71.6	64.4	7.2	10.0	(1.1)	1.7	(2.7)	<(100.0)	70.6	66.1	4.5	6.3
<b>Total Non-Labor Expenses</b>	<b>\$1,113.4</b>	<b>\$1,002.4</b>	<b>\$111.1</b>	<b>10.0</b>	<b>\$90.7</b>	<b>\$67.8</b>	<b>\$22.9</b>	<b>25.2</b>	<b>\$1,204.1</b>	<b>\$1,070.2</b>	<b>\$133.9</b>	<b>11.1</b>
<u><b>Other Expense Adjustments</b></u>												
Other	\$16.5	\$12.0	\$4.5	27.1	\$0.0	\$0.0	\$0.0	N/A	\$16.5	\$12.0	\$4.5	27.1
General Reserve	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A
<b>Total Other Expense Adjustments</b>	<b>\$16.5</b>	<b>\$12.0</b>	<b>\$4.5</b>	<b>27.1</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>N/A</b>	<b>\$16.5</b>	<b>\$12.0</b>	<b>\$4.5</b>	<b>27.1</b>
<b>Total Expenses Before Non-Cash Liability Adjs.</b>	<b>\$4,230.6</b>	<b>\$4,050.3</b>	<b>\$180.3</b>	<b>4.3</b>	<b>\$673.7</b>	<b>\$654.1</b>	<b>\$19.6</b>	<b>2.9</b>	<b>\$4,904.3</b>	<b>\$4,704.4</b>	<b>\$200.0</b>	<b>4.1</b>
Depreciation	\$823.1	\$846.9	(\$23.8)	(2.9)	\$0.0	\$0.0	\$0.0	N/A	\$823.1	\$846.9	(\$23.8)	(2.9)
OPEB Liability Adjustment	520.1	431.8	88.3	17.0	0.0	0.0	0.0	N/A	520.1	431.8	88.3	17.0
GASB 68 Pension Expense Adjustment	(59.9)	(0.6)	(59.4)	(99.0)	0.0	0.0	0.0	N/A	(59.9)	(0.6)	(59.4)	(99.0)
Environmental Remediation	1.7	1.0	0.7	40.2	0.0	0.0	0.0	N/A	1.7	1.0	0.7	40.2
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$5,515.5</b>	<b>\$5,329.4</b>	<b>\$186.2</b>	<b>3.4</b>	<b>\$673.7</b>	<b>\$654.1</b>	<b>\$19.6</b>	<b>2.9</b>	<b>\$6,189.3</b>	<b>\$5,983.5</b>	<b>\$205.8</b>	<b>3.3</b>
<b>Net Surplus/(Deficit) Before Subsidies &amp; Debt Svc</b>	<b>(\$2,715.1)</b>	<b>(\$2,576.9)</b>	<b>\$138.2</b>	<b>5.1</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>&gt; 100.0</b>	<b>(\$2,715.1)</b>	<b>(\$2,576.8)</b>	<b>\$138.2</b>	<b>5.1</b>
<b>Subsidies</b>	<b>\$3,191.9</b>	<b>\$3,016.8</b>	<b>(\$175.2)</b>	<b>(5.5)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>N/A</b>	<b>\$3,191.9</b>	<b>\$3,016.8</b>	<b>(\$175.2)</b>	<b>(5.5)</b>
<b>Debt Service</b>	<b>911.5</b>	<b>894.8</b>	<b>16.7</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>N/A</b>	<b>911.5</b>	<b>894.8</b>	<b>16.7</b>	<b>1.8</b>

Note: Totals may not add due to rounding

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.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**FEBRUARY FINANCIAL PLAN - 2017 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS**  
**April 2017**  
**(\$ in millions)**

Generic Revenue or Expense Category	Nonreimb or Reimb	APRIL		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
Farebox Revenue	NR	(2.2)	(0.4)	NYCT and MTA Bus were unfavorable by (\$1.4M) and (\$1.1M), respectively, due in part to lower ridership. Partially offsetting these results was a favorable variance of \$0.4M at MNR due to higher ridership.	(28.1)	(1.4)	NYCT, MTA Bus and MNR were unfavorable by (\$23.3M), (\$4.4M) and (\$2.6M), respectively, and reflect lower ridership, caused in part by Winter Storm Stella adverse weather experienced in March. Partially offsetting these results was a favorable variance of \$2.3M at the LIRR due to higher ridership.
Vehicle Toll Revenue	NR	(2.3)	(1.4)	Toll revenue was unfavorable primarily due to lower average toll.	(1.9)	(0.3)	Toll revenue was unfavorable through April primarily due to the impact of Winter Storm Stella in March and lower average toll.
Other Operating Revenue	NR	(1.1)	(1.8)	The unfavorable outcome reflects mostly lower paratransit Urban Tax and advertising revenue at NYCT (\$1.1M); the suspension of commissary service and lower advertising revenue at MNR (\$0.8M); and lower station privileges, rental, special services, and timing, including freight revenue at the LIRR (\$0.4M). These results were partially offset by a positive shift in the market value of the invested asset portfolio of \$1.2M at FMTAC.	(17.9)	(7.6)	The unfavorable outcome reflects mostly lower paratransit Urban Tax and advertising revenues at NYCT (\$13.6M); the suspension of commissary service and lower advertising revenue at MNR (\$2.9M); and lower advertising and the timing of freight revenue at the LIRR (\$1.8M). These results were offset by higher revenue from E-Z Pass administrative fees at B&T \$0.5M.
Payroll	NR	8.1	2.1	Vacancies were mainly responsible for favorable variances of \$4.0M at NYCT, \$2.4M at MTA HQ, \$1.6M at the LIRR, and \$1.2M at B&T. These results were partially offset by unfavorable variances due to the timing of inter-agency chargebacks and reimbursable work, as well as rate changes (\$0.8M) at MTA Bus, and the reassignment of reimbursable capital project employees to operations (\$0.6M) at MNR.	11.7	0.7	Vacancies were mainly responsible for favorable variances of \$6.2M at the LIRR (including lower vacation pay accruals), \$6.1M at B&T, \$5.0M at NYCT, and \$1.0M at SIR (including timing and interagency charges). These results were partially offset by unfavorable variances of (\$3.3M) at MNR due to higher holiday pay for represented employees and the reassignment of reimbursable capital project employees to operations, and (\$3.0M) at MTA Bus due to the timing of inter-agency chargebacks and reimbursable work, and rate changes.
Overtime	NR	(6.4)	(12.1)	Vacancy/absentee coverage requirements were mainly responsible for the unfavorable variances of (\$5.8M) at NYCT, (\$0.7M) at the LIRR (including higher scheduled service overtime), (\$0.4M) at MTA HQ, and (\$0.3M) at B&T. These results were partially offset by a favorable outcome of \$0.5M at MNR due to lower scheduled service overtime, reflecting the impact of improved employee availability. (See Overtime Decomposition Report for more details)	(22.8)	(8.9)	Weather-related coverage requirements and vacancy/absentee coverage were mainly responsible for the unfavorable variances of (\$17.0M) at NYCT and (\$2.7M) at MTA Bus. Other unfavorable variances were due to higher rates, maintenance, and vacancy/absentee coverage (\$2.4M) at the LIRR and higher MTA Police activity (\$1.9M) at MTA HQ. These results were partially offset by lower programmatic/routine maintenance and vacancy/absentee coverage of \$1.4M at MNR. (See Overtime Decomposition Report for more details)
Health and Welfare	NR	10.5	10.1	Higher vacancies and timing were mainly responsible for favorable variances of \$9.0M at NYCT, \$1.0M at the LIRR, \$0.6M at MTA HQ, and \$0.3M at B&T. These results were partially offset by an unfavorable variance of (\$0.5M) at MNR due to higher rates.	36.2	8.6	Higher vacancies and timing were mainly responsible for favorable variances of \$32.0M at NYCT, \$2.6M at the LIRR, \$1.9M at MTA HQ, \$1.4M at B&T, and \$0.4M at SIR. These results were partially offset by unfavorable variances of (\$1.8M) at MNR due to higher rates, and (\$0.3M) at MTA Bus due to timing.
OPEB - Current Payment	NR	21.0	42.7	Timing was primarily responsible for favorable variances of \$19.6M at NYCT, and \$0.4M at both MTA HQ and MTA Bus. The LIRR was favorable by \$0.8M primarily due to fewer retirees.	20.3	10.2	Timing was primarily responsible for the favorable variances of \$16.1M at NYCT, \$1.8M at MTA Bus, and \$0.5M at MTA HQ. The LIRR was favorable by \$2.7M mainly due to fewer retirees. These results were partially offset by an unfavorable variance of (\$0.4M) at MNR due to additional retirees.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
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**April 2017**  
**(\$ in millions)**

Generic Revenue or Expense Category	Nonreimb or Reimb	APRIL		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
Pensions	NR	1.2	1.1	MTA HQ was \$1.1M favorable due to vacancies and the timing of MTAPD pension accruals.	10.5	2.4	MTA HQ was \$11.9M favorable due to vacancies and the timing of MTAPD pension accruals. MNR was \$0.8M favorable due to lower rates. These results were partially offset by an unfavorable variance of (\$2.2M) at NYCT due to the timing of MABSTOA costs.
Other Fringe Benefits	NR	(1.7)	(2.6)	NYCT was unfavorable by (\$2.1M) due to fewer overhead credits as a result of lower reimbursable payroll expenses. These results were partially offset by a favorable variance of \$0.5M at MNR due to the timing of employee claims.	(3.4)	(1.2)	NYCT was unfavorable by (\$4.8M) mostly due to higher payroll costs and lower overhead credits. MNR was unfavorable by (\$0.5M), reflecting the impact of reassigned reimbursable employees to operations and rate differences. These results were partially offset by lower railroad retirement taxes of \$1.1M at the LIRR, and favorable variances of \$0.6M at B&T and \$0.3M at MTA HQ due to higher vacancies.
Reimbursable Overhead	NR	11.6	22.5	This variance mainly reflects a misclassification of an adjustment of \$13.7M, at MTA HQ. Also, changes in project activity assumptions resulted in favorable variances of \$1.5M at the LIRR, as well as unfavorable variances of (\$2.4M) at NYCT and (\$1.4M) at MNR.	12.3	8.3	Changes in project activity assumptions were mainly responsible for favorable variances of \$5.8M at NYCT, \$4.5M at the LIRR, \$1.1M at B&T, and \$0.4M at both SIR and MTA Bus, as well as the unfavorable variance of (\$3.0M) at MNR. At MTA HQ, the misclassification of an adjustment and revised chargeback assumptions for centralized services resulted in a net favorable variance of \$3.2M.
Electric Power	NR	4.7	11.8	A mix of lower rates, timing, and consumption were responsible for favorable variances of \$3.4M at NYCT, \$0.8M at MNR, and \$0.3M at the LIRR.	19.3	11.4	A mix of lower rates, timing, and consumption were responsible for favorable variances of \$12.0M at NYCT, \$5.0M at MNR, \$2.0M at the LIRR, and \$0.8M at B&T.
Fuel	NR	0.2	1.3	Timing was mainly responsible for the favorable variance of \$0.4M at MNR, while the favorable variance of \$0.3M at MTA Bus was due to lower rates. Partially offsetting these results was an unfavorable variance of (\$0.7M) at NYCT due to higher consumption and timing. Other Agency variances were minor.	4.5	7.8	Lower rates and timing were mainly responsible for the favorable variance of \$2.6M at NYCT. Favorable variances of \$1.1M at MTA Bus and \$0.4M at the LIRR were primarily due to lower consumption and rates.
Insurance	NR	2.0	50.4	Timing was responsible for favorable variances of \$0.5M at FMTAC, \$0.4M at MTA HQ and \$0.3M at both NYCT and B&T. Other Agency variances were minor.	10.3	69.3	Timing was responsible for favorable variances of \$5.2M at FMTAC, \$1.7M at MTA HQ, \$1.2M at B&T, and \$0.7M at NYCT. MNR was favorable by \$0.7M primarily due to lower premiums in general and the LIRR was favorable by \$0.6M as a result of lower liability insurance cost.
Claims	NR	(5.0)	(21.7)	Timing was responsible for the unfavorable variance of (\$4.5M) at FMTAC. Higher claims resulted in a unfavorable variance of (\$1.3M) at MTA Bus. These results were partially offset by a favorable variance of \$0.6M at the LIRR due to a decrease in reserve requirements.	(22.1)	(23.6)	Timing was responsible for the unfavorable variance of (\$19.7M) at FMTAC. Higher claims resulted in unfavorable variances of (\$3.0M) at MTA Bus and (\$0.6M) at MNR. These results were partially offset by favorable variances of \$0.7M at MTAHQ due to a decrease in claim activity and \$0.5M at the LIRR due to a decrease in reserve requirements.
Paratransit Service Contracts	NR	2.9	8.5	Lower expenses due to fewer trips.	12.0	8.9	Lower expenses due to fewer trips.

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**April 2017**  
**(\$ in millions)**

Generic Revenue or Expense Category	Nonreimb or Reimb	APRIL		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
Maintenance and Other Operating Contracts	NR	9.5	17.0	The overall favorable result was mainly attributable to timing: \$2.1M at NYCT for subway car-related purchases; \$1.7M at MTA HQ due to Enterprise Asset Management, Gowanus HOV lane expenditures and IT maintenance; \$1.7M at MTA Bus due to delays in shop programs, facility maintenance and Select Bus Service rollouts; \$1.6M at B&T for major maintenance and the E-ZPass Customer Service Center: \$1.3M at the LIRR due to ticket vending machine maintenance, vegetation management, elevator/escalator maintenance and Penn Station maintenance; and \$1.2M at MNR mainly for maintenance contracts, real estate rentals and lower GCT utility costs.	48.3	21.8	The overall favorable result was mainly attributable to timing: \$16.6M at MTA HQ due to Enterprise Asset Management, Gowanus HOV lane expenditures, and IT maintenance and accrual adjustments; \$8.1M at MNR for locomotive overhauls, maintenance contracts, uniforms, fare equipment maintenance, environmental services, real estate rentals and lower GCT utility costs; \$6.1M at NYCT for tires & tubes, refuse & recycling, security, janitorial and auto purchases; \$5.9M at MTA Bus due to shop programs, facility maintenance, security and Select Bus Service rollouts; \$4.9M at B&T for major maintenance and the E-ZPass Customer Service Center; \$4.4M at the LIRR due to non-revenue vehicle repair, elevator/escalator maintenance, vegetation management, Penn Station cleaning, security and maintenance contracts; and \$2.3M at SIR for R-44 fleet maintenance.
Professional Service Contracts	NR	7.4	18.4	The overall favorable results were primarily attributable to timing: \$2.0M at NYCT for bond services and office-related expenses; \$1.5M at MTA HQ due mainly to accrual adjustments from 2016; \$1.3M at MNR for engineering, consulting, training and market research studies; \$1.2M at the LIRR due to consulting, MTA chargebacks and prior period accrual adjustments; \$0.8M at B&T primarily due to engineering services; and \$0.4M at MTA Bus due to MTA chargebacks.	14.1	10.2	The overall favorable results were primarily attributable to timing: \$6.2M at MTA HQ due mainly to accrual adjustments from 2016; \$5.3M at MNR for engineering, consulting, legal services, training and market research studies; \$3.6M at the LIRR due to MTA chargebacks, consulting, customer satisfaction survey, advertising, and other professional services; \$2.3M at NYCT due to IT-related expenses and various professional services; \$1.5M at MTA Bus due to MTA chargebacks; and \$0.3M at SIR. Partially offsetting these results was an unfavorable variance of (\$5.1M) at B&T, reflecting timing of bond issuance costs.
Materials & Supplies	NR	11.6	21.0	Changes in project activity levels and maintenance material requirements, as well as timing, contributed to favorable results of \$8.3M at the LIRR (mostly attributable to fleet modifications and Reliability Centered Maintenance activities), \$4.0M at NYCT (inventory & obsolescence adjustments), \$1.2M at MTA Bus (general maintenance), and the unfavorable result of (\$2.0M) at MNR (track infrastructure improvements and timing of materials obsolescence adjustments).	17.5	8.3	Changes in project activity levels and revised maintenance material requirements, as well as timing, contributed to favorable results of \$22.6M at the LIRR (mostly for fleet modifications and Reliability Centered Maintenance activities), \$3.4M at MTA Bus (mainly in general maintenance), and \$0.3M at B&T (mostly in small equipment and supply categories). The favorable outcome was partially offset by unfavorable results of (\$5.7M) at NYCT (mostly attributable to inventory & obsolescence adjustments) and (\$3.4M) at MNR (primarily for infrastructure maintenance).
Other Business Expenses	NR	4.7	21.2	Timing was responsible for favorable variances of \$6.5M at MTA HQ and \$0.4M at B&T, and the unfavorable variances of (\$1.1M) at FMTAC, (\$0.7M) at NYCT and (\$0.5M) at MNR.	7.2	10.0	Timing was responsible for favorable variances of \$7.5M at MTA HQ, \$1.0M at B&T and \$0.4M at MTA Bus, and the unfavorable variances of (\$0.7M) at FMTAC and (\$0.3M) at the LIRR. NYCT was (\$1.0M) unfavorable due to higher MVM credit card fees and the unfavorable timing of office supply costs.
Other Expense Adjustments	NR	0.2	7.0	Variance due to timing differences in project completions.	4.5	27.1	Variance due to timing differences in project completions at B&T.

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**April 2017**  
**(\$ in millions)**

Generic Revenue or Expense Category	Nonreimb or Reimb	APRIL		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
Depreciation	NR	(7.2)	(3.5)	Timing differences in project completions and assets reaching beneficial use resulted in unfavorable variances of (\$6.3M) at NYCT, (\$3.0M) at the LIRR and (\$0.8M) at MTA Bus, and favorable variances of \$1.3M at B&T and \$0.8M at both MNR and MTAHQ.	(23.8)	(2.9)	Timing differences in project completions and assets reaching beneficial use resulted in unfavorable variances of (\$32.1M) at NYCT and (\$2.3M) at MTA Bus, and favorable variances of \$5.3M at B&T, \$3.2M at MTA HQ and \$2.5M at MNR.
Other Post-Employment Benefits	NR	1.5	4.3	The GASB adjustment reflects the value associated with the unfunded accrued liability for post employment health benefits. MTA Bus and MTA HQ were favorable by \$1.0M, and \$0.8M, respectively.	88.3	17.0	The GASB adjustment reflects the value associated with the unfunded accrued liability for post employment health benefits. NYCT, MTA HQ and MTA Bus were favorable by \$77.5M, \$6.3M and \$5.1M, respectively. In the case of NYCT, an adjustment will be made in the Mid-Year Forecast update to align with results. These results were partially offset by unfavorable variances of (\$0.4M) at B&T and (\$0.3M) at the LIRR.
GASB 68 Pension Adjustment	NR	3.4	*	Reflects mainly MTA Buses' adjustment to account for net pension liability.	(59.4)	(99.0)	Reflects Agencies' adjustments to account for net pension liability. NYCT was unfavorable by (\$74.0M), reflecting timing differences in the booking of first quarter actuals. This result was partially offset by favorable variances at MTA Bus of \$14.2M and \$0.6M in MNR.
Environmental Remediation	NR	0.0	0.0	No variances.	0.7	40.2	The favorable variance reflects overall lower costs of \$0.9M at MNR. Other Agency variances were minor.
Capital & Other Reimbursements	R	(10.2)	(4.9)	Timing and changes in project activity assumptions were mostly responsible for unfavorable variances of (\$7.0M) at MNR, (\$5.5M) at NYCT, (\$1.0M) at MTACC and (\$0.4M) at MTA Bus, and favorable variances of \$2.8M at the LIRR and \$1.0M at MTAHQ.	(19.6)	(2.9)	Timing and changes in project activity assumptions were mostly responsible for unfavorable variances of (\$18.6M) at MNR, (\$18.1M) at MTA HQ, (\$8.0M) at MTACC, and (\$0.8M) at MTA Bus, and favorable variances of \$17.4M at NYCT, \$6.7M at the LIRR \$1.3M at B&T and \$0.4M at SIR.
Payroll	R	4.3	6.5	Timing, vacancies, and changes in project activity assumptions were responsible for favorable variances of \$1.8M at NYCT, \$1.2M at MNR, and \$0.7M at the LIRR.	24.8	10.4	Timing, vacancies, and changes in project activity assumptions were responsible for favorable variances of \$14.4M at NYCT, \$3.6M at the LIRR, \$3.4M at MTA CC, \$2.9M at MNR, and \$0.6M at MTA HQ.
Overtime	R	(0.9)	(3.4)	Changes in project assumptions/requirements resulted in an overage of (\$1.9M) at the LIRR and favorable outcomes of \$0.7M at MNR and \$0.5M at NYCT. (See Overtime Decomposition Report for more details)	(19.2)	(32.1)	Changes in project assumptions/requirements resulted in unfavorable variances of: (\$15.5M) at NYCT (mainly due to the Subways Capital Track Program), (\$3.7M) at the LIRR, and (\$0.4M) at B&T, and the favorable variance of \$0.4M at MNR. (See Overtime Decomposition Report for more details)
Health and Welfare	R	0.3	4.7	MNR was favorable by \$0.4M due to lower project activity. Other Agency variances were minor.	0.3	1.3	Lower project activity was responsible for a favorable variance of \$0.7M at MNR, partially offset by unfavorable variances of (\$0.5M) at both the LIRR and NYCT due to timing.
OPEB Current Payment	R	(0.3)	(37.6)	Timing was primarily responsible for the unfavorable variance of (\$0.3M) at NYCT.	(1.1)	(39.7)	Timing was primarily responsible for the unfavorable variance of (\$1.1M) at NYCT.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
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**April 2017**  
**(\$ in millions)**

Generic Revenue or Expense Category	Nonreimb or Reimb	APRIL		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
Pensions	R	0.4	4.8	MNR was \$0.3M favorable due to lower project activity.	1.0	3.5	MNR was \$0.6M favorable due to lower YTD activity, particularly in GCT Turnouts Switch Renewal and the Cyclical Track programs. Other Agency variances were minor.
Other Fringe Benefits	R	1.5	5.8	NYCT was favorable by \$1.6M primarily due to lower reimbursable payroll expenses, while MNR was favorable by \$0.3M due to lower project activity. These results were partially offset by an unfavorable variance of (\$0.4M) at the LIRR mostly as a result of higher project activity.	2.9	3.5	NYCT was favorable by \$1.8M primarily due to lower reimbursable payroll expenses. MTA CC was favorable by \$1.5M due to an accounting adjustment, while MNR was favorable by \$0.6M due to lower project activity. These results were partially offset by an unfavorable variance of (\$1.1M) at the LIRR mostly as a result of higher project activity.
Reimbursable Overhead	R	(11.6)	(22.6)	Changes in project activity were responsible for unfavorable variances of (\$13.7M) at MTA HQ (due to the timing of interagency chargebacks and other reimbursements), (\$1.5M) at the LIRR, as well as favorable variances of \$2.4M at NYCT and \$1.4M at MNR.	(11.9)	(8.1)	Changes in project activity were responsible for unfavorable variances of (\$5.8M) at NYCT, (\$4.5M) at the LIRR, (\$3.2M) at MTA HQ, (\$1.1M) at B&T, and (\$0.4M) at SIR, as well as the favorable variance of \$3.0M at MNR.
Electric Power	R	(0.2)	*	Agency variances were minor.	(0.5)	*	Higher project-related activity at the LIRR contributed (\$0.3M) towards this overage.
Insurance	R	0.1	8.4	Agency variances were minor.	0.3	6.8	The timing of project activity was responsible for both a favorable variance of \$0.5M at the LIRR, and an unfavorable variance of (\$0.4M) MNR. Other agency variances were minor.
Maintenance and Other Operating Contracts	R	1.0	17.6	The overall favorable result was mainly attributable to timing: \$1.0M at the LIRR primarily due to revised project activity assumptions, and \$0.3M at MTA CC due to the timing of office and automotive-related costs. These results were partially offset by a variance of (\$0.6M) at MNR, also due to timing.	2.0	8.9	The overall favorable result was mainly attributable to timing: \$1.7M and \$0.7M at the LIRR and MNR, respectively, due to revised project activity, and \$1.3M at MTA CC due to the timing of office and automotive-related expenses. These results were partially offset by an unfavorable variance of (\$1.7M) at NYCT mainly for revenue vehicle maintenance work and repairs.
Professional Service Contracts	R	13.8	*	Results mainly reflect the impact of timing and revised project activity assumptions: \$12.5M at MTA HQ associated with West Side Yard project activity and Risk Management; \$1.1M at MNR and \$0.3M at the LIRR due to lower project activity; and \$0.4M at MTA CC due to the timing of IT expenses. These results were partially offset by an unfavorable timing variance of (\$0.5M) at NYCT.	25.0	*	Results mainly reflect the impact of timing and revised project activity assumptions: \$20.5M at MTA HQ associated with 2016 accrual adjustments as well as Risk Management and West Side Yard project activity; \$4.0M at MNR as a result of CDOT projects; and \$1.2M at MTA CC due to IT expenses. These results were partially offset by an unfavorable timing variance of (\$0.6M) at NYCT.
Materials & Supplies	R	1.9	15.0	Changes in project activity levels and maintenance material requirements, as well as the timing of payments, contributed to the favorable result of \$2.3M at MNR, and the unfavorable result of (\$0.4M) at the LIRR.	(1.2)	(2.6)	Changes in project activity levels and maintenance material requirements, as well as the timing of payments, contributed to the unfavorable results of (\$5.6M) at NYCT and (\$2.0M) at the LIRR, as well as the favorable result of \$6.2M at MNR.
Other Business Expenses	R	(0.1)	(26.7)	Agency variances were minor.	(2.7)	*	Timing was responsible for an unfavorable variance of (\$2.6M) at NYCT.



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**(\$ in millions)**

Generic Revenue or Expense Category	Nonreimb or Reimb	APRIL				YEAR-TO-DATE			
		Favorable (Unfavorable)		Reason for Variance	Favorable (Unfavorable)	Favorable (Unfavorable)		Reason for Variance	
		\$	%			\$	%		
Subsidies	NR	(32.8)	(0.1)	The unfavorable variance for April was mainly due to lower MTA Aid (\$20.2 million) that reflected an incomplete first quarter of transferred receipts due to the early certification of funds to facilitate the close of the State Fiscal Year in March, and to lower Urban Tax collections (\$18.6 million) that reflected lower-than-budgeted real estate transactions in New York City. This was partially offset by favorable City Subsidy to MTA Bus (\$12.7 million) due to timing.	(7.3)	(0.0)		The slightly unfavorable YTD variance was mainly due to lower-than-budgeted Urban Tax transactions (\$105.8 million) that reflected lower real estate activity in New York City, lower MTA Aid (\$24.8 million) due primarily to an incomplete first quarter of transferred receipts, and lower MRT-1 (\$9.9 million) due to lower mortgage activity. This was offset by higher PMT transactions (\$87.2 million), reflecting a combination of real changes from the budget and timing, and higher City Subsidy to MTA Bus (\$47.3 million) due to timing.	
Debt Service	NR	(31.3)	(14.3)	Unfavorable debt service was due to the pre-funding of May obligations, partially offset by lower variable interest rates.	16.7	1.8		Year-to-date favorable variance of \$16.7 million was mainly the result of lower-than-budgeted variable rates, partially offset by timing variances.	

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Overtime Decomposition Report**  
**Adopted Budget vs. Actuals**  
**April 2017**

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 only the major consolidated variances.

**2017 OVERTIME REPORTING - PRELIMINARY APRIL RESULTS**

**Month – Non-Reimbursable**

Total overtime was (\$6.4M), or (12.1%), unfavorable to the Adopted Budget.

*Programmatic/Routine Maintenance* was (\$5.9M) unfavorable, mostly due to a reclassification adjustment from vacancy coverage at NYCT, (\$6.2M). This result was partially offset by a favorable variance of \$0.3M at the LIRR, mostly due to the timing of camera installations and less multiple-unit (MU) running repair.

*Other* was (\$0.5M) unfavorable, mainly due to an unfavorable result at NYCT (\$0.3M); and timing differences related to payroll and calendar cutoff dates at MNR (\$0.3M).

*Vacancy/Absentee Coverage* was (\$0.3M) unfavorable, mostly due to open jobs in the Equipment Department and lower employee availability within the Transportation Department at the LIRR (\$0.7M); and higher than-planned expenses at B&T (\$0.4M). These results were partially offset by a net favorable variance of \$1.1M at NYCT attributable to the above-noted reclassification which was mostly offset by higher coverage requirements.

*Unscheduled Service* was (\$0.3M) unfavorable, reflecting mainly overages at NYCT.

*Scheduled Service* was \$0.9M favorable, reflecting improved employee availability among conductors at MNR, \$0.7M.

**MONTH - REIMBURSABLE**

*Reimbursable Overtime* exceeded the budget by (\$0.9M), mostly due to the Annual Track Program, East Side Access, Second Track between Central Islip to Ronkonkoma, Main Line double track, and East Rail Yard at the LIRR (\$1.9M). This result was partially offset by favorable variances of \$0.7M at MNR due to lower activity on the GCT Turnouts Switch Renewal project and the Cyclical Track Program, and \$0.5M at NYCT.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Overtime Decomposition Report**  
**Adopted Budget vs. Actuals**  
**April 2017**

**YTD – Non-Reimbursable**

Total overtime was (\$22.8M), or (8.9%), unfavorable to the Adopted Budget.

*Vacancy/Absentee Coverage* was (\$15.4M) unfavorable, mostly due to coverage required for bus operators and maintainers, and operating supervisors at NYCT (\$11.4M); unfilled positions and lower employee availability within the Transportation Department and open jobs in the Equipment Department at the LIRR (\$2.6M); greater coverage requirements at B&T (\$0.8M); higher number of retirees, vacation coverage and job openings at MTA HQ (\$0.6M), and vacancy and absentee coverage mainly for bus operators and maintainers at MTA Bus (\$0.4M). These results were partially offset by a favorable variance of \$0.4M at MNR due to improved employee availability among conductors and lower vacation, sick and vacancy coverage requirements.

*Programmatic/Routine Maintenance* was (\$3.5M) unfavorable, mostly due to higher levels of track, infrastructure, signals, and bus maintenance work at NYCT (\$3.0M); higher shop work at MTA Bus (\$0.7M); and overages in the Engineering and Equipment Departments for the removal of rails, ties and debris along the right-of-way as well as installation of timber tracks and switches at the LIRR (\$0.3M). These results were partially offset by lower infrastructure repair work in Maintenance of Way and reduced Reliability Centered Maintenance (RCM) – the result of shifting resources to support operations in preparation of winter storm Stella (Stella) at MNR, \$0.6M.

*Weather Emergencies* was (\$2.9M) unfavorable. It should be noted that through February, this category of overtime was \$7.7M favorable, the result of fewer than expected winter weather conditions experienced by the end of that month. This, coupled with Stella and unusual cold temperatures, which occurred in early March, eliminated those favorable results - the resulting net impact of which has produced unfavorable variances of (\$4.2M) at NYCT and (\$0.8M) at MTA Bus. These results were partially offset by a favorable variance of \$1.7M at the LIRR.

*Other* was (\$1.2M) unfavorable, mainly due to the LIRR (\$1.0M), reflecting the impact of double-time and higher rated crafts, partially offset by lower expenses at B&T, \$0.6M.

*Safety/Security/Law Enforcement* was (\$0.5M) unfavorable, primarily due to MTA PD coverage provided for the Atlantic Terminal derailment, LIRR weekend train coverage and alcohol ban enforcement; parade coverage and special events at Barclays, and for testing recruits at MTA HQ (\$1.1M), partially offset by lower expenses at NYCT, \$0.3M.

*Unscheduled Maintenance* was (\$0.5M) unfavorable, largely caused by system emergencies (mainly derailments that occurred in the first quarter) at the LIRR (\$0.6M).

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Overtime Decomposition Report**  
**Adopted Budget vs. Actuals**  
**April 2017**

*Scheduled Service* was \$0.6M favorable, reflecting mainly the impact of vacancies at NYCT \$1.4M, partially offset by higher expenses at MTA Bus (\$0.8M) due to increased running time caused by traffic congestion.

*Unscheduled Service* was \$0.6M favorable, reflecting impact of maintenance work and improved on-time performance at the LIRR, \$0.5M.

**YTD - REIMBURSABLE**

*Reimbursable Overtime* exceeded the forecast by (\$19.2M), mostly due to the Subway Track Program and other capital program support and prior period adjustments at NYCT (\$15.5M); the Annual Track Program, East Side Access, East Rail Yard, Western Rail Yards and Jamaica capacity improvements at the LIRR (\$3.7M); and the timing of project billings eligible for reimbursement from the capital program at B&T (\$0.4M). These results were partially offset by a favorable variance of \$0.4M at MNR, reflecting a reclassification in the Cyclical Track Program.

**Metropolitan Transportation Authority**  
**February Financial Plan - 2017 Adopted Budget**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	April			April Year-to-Date		
	Adopted Budget	Actuals	Variance: Fav/(Unfav)	Adopted Budget	Actuals	Variance: Fav/(Unfav)
<b>NON-REIMBURSABLE OVERTIME</b>	\$	\$	\$	\$	\$	\$
Scheduled Service	\$19.0	\$18.1	\$0.9 4.7%	\$76.1	\$75.5	\$0.6 0.8%
Unscheduled Service	11.2	11.5	(0.3) (2.7%)	43.3	42.7	0.6 1.4%
Programmatic/Routine Maintenance	12.7	18.6	(5.9) (46.5%)	72.6	76.1	(3.5) (4.8%)
Unscheduled Maintenance	0.1	0.2	(0.1) (13.9%)	0.6	1.2	(0.6) (77.7%)
Vacancy/Absentee Coverage	7.0	7.3	(0.3) (4.0%)	27.7	43.0	(15.3) (55.6%)
Weather Emergencies	0.6	0.7	(0.1) (16.7%)	26.6	29.5	(2.9) (10.9%)
Safety/Security/Law Enforcement	0.8	0.8	0.0 0.0%	3.1	3.7	(0.6) (19.4%)
Other	1.2	1.8	(0.6) (50.0%)	5.3	6.4	(1.1) (20.8%)
Subtotal	<b>\$52.6</b>	<b>\$59.0</b>	<b>(\$6.4)</b> (12.2%)	<b>\$255.3</b>	<b>\$278.1</b>	<b>(\$22.8)</b> (8.9%)
<b>REIMBURSABLE OVERTIME</b>	<b>\$26.8</b>	<b>\$27.7</b>	<b>(\$0.9)</b> 0.0%	<b>\$59.8</b>	<b>\$79.1</b>	<b>(\$19.3)</b> (32.3%)
<b>TOTAL OVERTIME</b>	<b>\$79.4</b>	<b>\$86.7</b>	<b>(\$7.3)</b> (0.1%)	<b>\$315.1</b>	<b>\$357.2</b>	<b>(\$42.1)</b> (13.4%)

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2017 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.

(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:	05/01/17	05/01/17	05/01/17	01/01/17	01/01/17	01/01/17
To Date:	05/31/17	05/31/17	05/31/17	05/31/17	05/31/17	05/31/17
<u>Opening Balance</u>	-\$92.584	\$33.527	-\$59.057	\$177.374	\$69.042	\$246.416
<u>RECEIPTS</u>						
Interest Earnings	-0.042	0.095	0.052	0.153	0.406	0.560
<u>New York State</u>						
State and regional mass transit taxes - MMTOA	52.848	109.272	162.120	52.848	109.272	162.120
MTTF New York State	4.542	25.737	30.279	36.625	207.539	244.164
Total Dedicated Taxes Received	57.390	135.009	192.399	89.473	316.811	406.284
Less DTF Debt Service	1.583	7.544	9.127	27.379	139.860	167.238
Net Dedicated Taxes for Operations	55.807	127.465	183.272	62.094	176.952	239.046
Payroll Mobility Tax	30.550	109.027	139.577	171.050	606.954	778.004
MTA Aid Trust Taxes	0.000	0.000	0.000	14.853	48.350	63.203
New York City Operating Assistance	0.000	0.000	0.000	0.000	0.000	0.000
Operating Assistance - 18b	7.313	39.668	46.981	7.313	39.668	46.981
NYC School Fares	0.000	0.000	0.000	0.000	0.000	0.000
NYS School Fares	0.000	6.313	6.313	0.000	6.313	6.313
Additional Mass Transp Operating Assistance	0.000	n/a	0.000	0.000	n/a	0.000
Total - New York State	\$93.670	\$282.472	\$376.142	\$255.310	\$878.237	\$1,133.546
<u>Local</u>						
Dutchess County						
Operating Assistance - 18b	\$0.000	n/a	\$0.000	\$0.095	n/a	\$0.095
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Nassau County						
Operating Assistance - 18b	0.000	n/a	0.000	5.792	n/a	5.792
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
New York City						
Operating Assistance - 18b	0.000	0.000	0.000	0.468	0.000	0.468
Urban - Real Property & Mortgage Recording Tax	n/a	46.724	46.724	n/a	244.872	244.872
Additional Assistance New York City	n/a	0.000	0.000	n/a	0.000	0.000
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Orange County						
Operating Assistance - 18b	0.000	n/a	0.000	0.073	n/a	0.073
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Putnam County						
Operating Assistance - 18b	0.000	n/a	0.000	0.190	n/a	0.190
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Rockland County						
Operating Assistance - 18b	0.000	n/a	0.000	0.007	n/a	0.007
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Sulfolk County						
Operating Assistance - 18b	0.000	n/a	0.000	3.759	n/a	3.759
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Westchester County						
Operating Assistance - 18b	0.000	n/a	0.000	3.671	n/a	3.671
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Total - Local	\$0.000	\$46.724	\$46.724	\$14.056	\$244.872	\$258.927

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2017 Adopted Budget**  
**Consolidated Accrual Subsidy Detail**  
**April 2017**  
(\$ 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	\$0.0	\$1,668.0	\$1,668.0	\$0.0
Petroleum Business Tax	0.0	-	-	143.1	143.7	0.6
MRT 1 (Gross)	27.1	23.5	(3.5)	108.2	98.4	(9.9)
MRT 2 (Gross)	11.0	10.7	(0.3)	44.1	44.4	0.4
Urban Tax	65.3	46.7	(18.6)	261.3	155.5	(105.8)
Investment Income	0.0	-	-	0.3	0.3	-
	<b>\$103.4</b>	<b>\$81.0</b>	<b>(\$22.4)</b>	<b>\$2,223.1</b>	<b>\$2,110.3</b>	<b>(\$112.8)</b>
<b><i>New State Taxes and Fees</i></b>						
Payroll Mobility Taxes	52.0	49.2	(2.8)	424.8	512.0	87.2
Payroll Mobility Tax Replacement Funds	-	-	-	-	-	-
MTA Aid Taxes <sup>1</sup>	-	(20.2)	(20.2)	69.5	44.7	(24.8)
	<b>\$52.0</b>	<b>\$29.0</b>	<b>(\$23.0)</b>	<b>\$494.4</b>	<b>\$556.7</b>	<b>\$62.4</b>
<b><i>State and Local Subsidies</i></b>						
NYS Operating Assistance	187.9	187.9	-	187.9	187.9	-
NYC and Local 18b:						
New York City	1.9	1.9	-	1.9	1.9	-
Nassau County	11.6	11.6	-	11.6	11.6	-
Suffolk County	7.5	7.5	-	7.5	7.5	-
Westchester County	7.3	7.3	-	7.3	7.3	-
Putnam County	0.4	0.4	-	0.4	0.4	-
Dutchess County	0.4	0.4	-	0.4	0.4	-
Orange County	0.1	0.1	-	0.1	0.1	-
Rockland County	0.0	0.0	-	0.0	0.0	-
Station Maintenance	14.3	13.5	(0.8)	57.2	54.1	(3.1)
	<b>\$231.5</b>	<b>\$230.7</b>	<b>(\$0.8)</b>	<b>\$274.3</b>	<b>\$271.3</b>	<b>(3.1)</b>
<b>Sub-total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$386.9</b>	<b>\$340.7</b>	<b>(\$46.1)</b>	<b>\$2,991.8</b>	<b>\$2,938.3</b>	<b>(\$53.5)</b>
<b><i>Other Funding Adjustments</i></b>						
City Subsidy to MTA Bus	36.8	49.6	12.7	160.0	207.2	47.3
CDOT Subsidies	9.0	9.7	0.6	36.2	35.2	(1.0)
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$432.7</b>	<b>\$400.0</b>	<b>(\$32.8)</b>	<b>\$3,187.9</b>	<b>\$3,180.7</b>	<b>(\$7.3)</b>
B&T Operating Surplus Transfer	68.0	72.1	4.1	198.1	216.4	18.3
<b>Total Accrued Subsidies</b>	<b>\$500.7</b>	<b>\$472.0</b>	<b>(\$28.7)</b>	<b>\$3,386.0</b>	<b>\$3,397.0</b>	<b>\$11.0</b>

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



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2017 Adopted Budget**  
**Consolidated Accrual Subsidy Detail**  
**Explanation of Variances**  
(\$ in millions)

**April 2017**

<b>Accrued Subsidies</b>	<b>Variance \$</b>	<b>Variance %</b>	<b>Explanations</b>
MRT(b) 1 (Gross)	(3.5)	-13.0%	MRT-1 transactions were below budget for the month and YTD due to lower-than-expected mortgage activity.
Urban Tax	(18.6)	-28.5%	The unfavorable variances for the month and YTD were primarily due to lower-than-budgeted real estate transactions in New York City.
Payroll Mobility Taxes	(2.8)	-5.4%	PMT transactions for the month were slightly unfavorable, but YTD transactions were favorable due to a combination of real changes from the budget and timing. MTA Budget continues to closely monitor these transactions and the revisions to the wage and salary forecasts in the MTA region to determine how much of the variance may be real or timing-related.
MTA Aid Taxes	(20.2)	>100%	The unfavorable variances for the month and YTD were due partially to timing of accruals.
CDOT	0.6	6.8%	The favorable variance was due primarily to timing.
Station Maintenance	(0.8)	-5.4%	Variance was mostly timing related. Drawdowns are related to the timing of cash obligations for MTA Bus.
City Subsidy to MTA Bus	12.7	34.6%	Variance was mostly timing related. Drawdowns are related to the timing of cash obligations for MTA Bus.
B&T Operating Surplus Transfer	4.1	6.0%	The favorable variances for the month and YTD were due to the timing of accruals.

**Year-to-Date**

<b>Accrued Subsidies</b>	<b>Variance \$</b>	<b>Variance %</b>	<b>Explanations</b>
MRT(b) 1 (Gross)	(9.9)	-9.1%	See explanation for the month.
Urban Tax	(105.8)	-40.5%	See explanation for the month.
Payroll Mobility Taxes	87.2	20.5%	See explanation for the month.
MTA Aid Taxes	(24.8)	-35.7%	See explanation for the month.
Station Maintenance	(3.1)	-5.4%	See explanation for the month.
City Subsidy to MTA Bus	47.3	29.6%	See explanation for the month.
B&T Operating Surplus Transfer	18.3	9.2%	See explanation for the month.

METROPOLITAN TRANSPORTATION AUTHORITY  
February Financial Plan - 2017 Adopted Budget  
Cash Subsidy Detail by Agency  
(\$ in millions)

April 2017

	NYC Transit			Commuter Railroads			SIR			MTA Bus			MTAHQ			TOTAL		
	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance
<b>Cash Subsidies:</b>																		
<b>Dedicated Taxes</b>																		
MMTOA <sup>(a)</sup>	\$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	40.6	56.7	16.0	7.2	10.0	2.8	-	-	-	-	-	-	-	-	-	47.8	66.7	18.9
MRT <sup>(b)</sup> 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	27.1	25.1	(1.9)	27.1	25.1	(1.9)
MRT <sup>(b)</sup> 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	11.0	11.7	0.7	11.0	11.7	0.7
Urban Tax	65.3	30.4	(34.9)	-	-	-	-	-	-	-	-	-	-	-	-	65.3	30.4	(34.9)
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
	<b>\$106.0</b>	<b>\$87.0</b>	<b>(\$18.9)</b>	<b>\$7.2</b>	<b>\$10.0</b>	<b>\$2.8</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$38.1</b>	<b>\$69.9</b>	<b>\$31.9</b>	<b>\$151.2</b>	<b>\$167.0</b>	<b>\$15.8</b>
<b>New State Taxes and Fees</b>																		
Payroll Mobility Tax	76.8	97.4	20.5	18.0	29.9	11.9	-	-	-	-	-	-	45.2	50.7	5.5	140.1	178.0	37.9
Payroll Mobility Tax Replacement Funds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	-
MTA Aid <sup>(c)</sup>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	-
	<b>\$76.8</b>	<b>\$97.4</b>	<b>\$20.5</b>	<b>\$18.0</b>	<b>\$29.9</b>	<b>\$11.9</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>\$45.2</b>	<b>\$50.7</b>	<b>\$5.5</b>	<b>\$140.1</b>	<b>\$178.0</b>	<b>\$37.9</b>
<b>State and Local Subsidies</b>																		
NYS Operating Assistance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	-
NYC and Local 18b:																		
New York City	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	-
Nassau County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	-
Suffolk County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	-
Westchester County	-	-	-	-	1.8	1.8	-	-	-	-	-	-	-	-	-	0.0	1.8	1.8
Putnam County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	-
Dutchess County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	-
Orange County	-	-	-	-	0.4	0.4	-	-	-	-	-	-	-	-	-	0.0	0.4	0.4
Rockland County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	-
Station Maintenance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	-
	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$2.2</b>	<b>\$2.2</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>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$2.2</b>	<b>\$2.2</b>
<b>Sub-total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$182.8</b>	<b>\$184.4</b>	<b>\$1.6</b>	<b>\$25.2</b>	<b>\$42.1</b>	<b>\$16.9</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>\$83.3</b>	<b>\$120.7</b>	<b>\$37.4</b>	<b>\$291.3</b>	<b>\$347.2</b>	<b>\$55.9</b>
City Subsidy to MTA Bus	-	-	-	-	-	-	-	-	-	\$30.0	18.5	(11.5)	-	-	-	30.0	18.5	(11.5)
CDOT Subsidies	-	-	-	7.3	7.5	0.3	-	-	-	-	-	-	-	-	-	7.3	7.5	0.3
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$182.8</b>	<b>\$184.4</b>	<b>\$1.6</b>	<b>\$32.4</b>	<b>\$49.7</b>	<b>\$17.2</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>\$83.3</b>	<b>\$120.7</b>	<b>\$37.4</b>	<b>\$328.6</b>	<b>\$373.2</b>	<b>\$44.7</b>
<b>Inter-Agency Subsidy Transactions</b>																		
B&T Operating Surplus Transfer	20.2	19.9	(0.3)	28.5	29.7	1.2	-	-	-	-	-	-	-	-	-	48.7	49.6	0.9
	<b>\$20.2</b>	<b>\$19.9</b>	<b>(\$0.3)</b>	<b>\$28.5</b>	<b>\$29.7</b>	<b>\$1.2</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>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$48.7</b>	<b>\$49.6</b>	<b>\$0.9</b>
<b>Total Cash Subsidies</b>	<b>\$203.0</b>	<b>\$204.3</b>	<b>\$1.3</b>	<b>\$61.0</b>	<b>\$79.4</b>	<b>\$18.4</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>\$83.3</b>	<b>\$120.7</b>	<b>\$37.4</b>	<b>\$377.2</b>	<b>\$422.8</b>	<b>\$45.6</b>

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

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2017 Adopted Budget**  
**Cash Subsidy Detail by Agency**  
(\$ in millions)

Cash Subsidies:	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>Dedicated Taxes</b>																		
MMTOA <sup>(a)</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	169.7	181.8	12.1	29.9	32.1	2.1	-	-	-	-	-	-	-	-	-	199.6	213.9	14.3
MRT <sup>(b)</sup> 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	108.2	107.4	(0.8)	108.2	107.4	(0.8)
MRT <sup>(b)</sup> 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	44.1	45.9	1.8	44.1	45.9	1.8
Other MRT <sup>(b)</sup> Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	(1.3)	66.3	67.5	(1.3)	66.3	67.5
Urban Tax	261.3	198.1	(63.2)	-	-	-	-	-	-	-	-	-	-	-	-	261.3	198.1	(63.2)
Investment Income	-	-	-	0.3	-	-	-	-	-	-	-	-	-	-	-	0.3	-	(0.3)
	<b>\$431.0</b>	<b>\$380.0</b>	<b>(\$51.0)</b>	<b>\$30.2</b>	<b>\$32.1</b>	<b>\$2.1</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$151.1</b>	<b>\$219.6</b>	<b>\$68.5</b>	<b>\$612.3</b>	<b>\$631.6</b>	<b>\$19.4</b>
<b>New State Taxes and Fees</b>																		
Payroll Mobility Tax	307.8	314.5	6.7	72.2	80.8	8.6	-	-	-	-	-	-	181.2	178.5	(2.6)	561.2	573.9	12.7
Payroll Mobility Tax Replacement Funds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MTA Aid <sup>(c)</sup>	56.3	51.2	(5.1)	13.2	12.0	(1.2)	-	-	-	-	-	-	-	-	-	69.5	63.2	(6.3)
	<b>\$364.2</b>	<b>\$365.7</b>	<b>\$1.6</b>	<b>\$85.4</b>	<b>\$92.9</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>\$181.2</b>	<b>\$178.5</b>	<b>(\$2.6)</b>	<b>\$630.7</b>	<b>\$637.1</b>	<b>\$6.3</b>
<b>State and Local Subsidies</b>																		
NYS Operating Assistance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NYC and Local 18b:																		
New York City	-	-	-	0.5	0.5	(0.0)	-	-	-	-	-	-	-	-	-	0.5	0.5	(0.0)
Nassau County	-	-	-	2.9	5.8	2.9	-	-	-	-	-	-	-	-	-	2.9	5.8	2.9
Suffolk County	-	-	-	1.9	3.8	1.9	-	-	-	-	-	-	-	-	-	1.9	3.8	1.9
Westchester County	-	-	-	1.8	3.7	1.8	-	-	-	-	-	-	-	-	-	1.8	3.7	1.8
Putnam County	-	-	-	0.1	0.2	0.1	-	-	-	-	-	-	-	-	-	0.1	0.2	0.1
Dutchess County	-	-	-	0.1	0.1	(0.0)	-	-	-	-	-	-	-	-	-	0.1	0.1	(0.0)
Orange County	-	-	-	0.0	0.4	0.4	-	-	-	-	-	-	-	-	-	0.0	0.4	0.4
Rockland County	-	-	-	0.0	0.0	(0.0)	-	-	-	-	-	-	-	-	-	0.0	0.0	(0.0)
Station Maintenance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$7.3</b>	<b>\$14.4</b>	<b>\$7.1</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$7.3</b>	<b>\$14.4</b>	<b>\$7.1</b>
<b>Sub-total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$795.1</b>	<b>\$745.7</b>	<b>(\$49.5)</b>	<b>\$123.0</b>	<b>\$139.3</b>	<b>\$16.4</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>\$332.2</b>	<b>\$398.1</b>	<b>\$65.9</b>	<b>\$1,250.3</b>	<b>\$1,283.1</b>	<b>\$32.8</b>
City Subsidy to MTA Bus	-	-	-	-	-	-	-	-	-	120.0	148.5	28.5	-	-	-	120.0	148.5	28.5
CDOT Subsidies	-	-	-	40.8	34.6	(6.2)	-	-	-	-	-	-	-	-	-	40.8	34.6	(6.2)
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$795.1</b>	<b>\$745.7</b>	<b>(\$49.5)</b>	<b>\$163.7</b>	<b>\$173.9</b>	<b>\$10.2</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$120.0</b>	<b>\$148.5</b>	<b>\$28.5</b>	<b>\$332.2</b>	<b>\$398.1</b>	<b>\$65.9</b>	<b>\$1,411.1</b>	<b>\$1,466.2</b>	<b>\$55.1</b>
<b>Inter-Agency Subsidy Transactions</b>																		
B&T Operating Surplus Transfer	76.3	91.1	14.9	111.9	136.3	24.4	-	-	-	-	-	-	-	-	-	188.1	227.4	39.3
	<b>\$76.3</b>	<b>\$91.1</b>	<b>\$14.9</b>	<b>\$111.9</b>	<b>\$136.3</b>	<b>\$24.4</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$188.1</b>	<b>\$227.4</b>	<b>\$39.3</b>
<b>Total Cash Subsidies</b>	<b>\$871.4</b>	<b>\$836.8</b>	<b>(\$34.6)</b>	<b>\$275.6</b>	<b>\$310.2</b>	<b>\$34.5</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$120.0</b>	<b>\$148.5</b>	<b>\$28.5</b>	<b>\$332.2</b>	<b>\$398.1</b>	<b>\$65.9</b>	<b>\$1,599.2</b>	<b>\$1,693.5</b>	<b>\$94.4</b>

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

Note: Differences are due to rounding.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2017 Adopted Budget**  
**Consolidated Subsidy Cash**  
**Explanation of Variances**  
(\$ in millions)

**April 2017**

<b>Cash Subsidies</b>	<b>Variance \$</b>	<b>Variance %</b>	<b>Explanations</b>
Petroleum Business Tax	18.9	39.5%	Petroleum Business Tax (PBT) receipts for April and YTD were favorable. The YTD variance reflected the non-seasonal nature of PBT receipts. Since the monthly forecasts are based on prior year experience, it is difficult to ascertain this early in the year how much of the favorable YTD variance is real or timing-related.
MRT <sup>(b)</sup> 1 (Gross)	(1.9)	-7.2%	The variance was below the budget for the month due to lower-than-budgeted mortgage activity. The YTD receipts were close to the budget.
MRT <sup>(b)</sup> 2 (Gross)	0.7	6.0%	The variance was below the budget for the month due to lower-than-budgeted mortgage activity. The YTD receipts were close to the budget.
Urban Tax	(34.9)	-53.5%	Urban Tax receipts for the month and YTD were unfavorable due to lower-than-expected real estate activity in New York City.
Payroll Mobility Tax	37.9	27.1%	Payroll Mobility Tax cash receipts were above budget for the month and YTD. The favorable variance was likely due to a combination of higher collections than budgeted and to timing. MTA Budget continues to closely monitor collections, as well as revisions to wage and salary forecasts in the MTA region to determine how much of the variance is real or timing-related.
Westchester County	1.8	>100%	The favorable variances for the month and YTD were primarily due to timing of receipt of payment.
CDOT Subsidies	0.3	4.0%	The favorable variance for the month was primarily due to timing. YTD receipts were unfavorable also due to timing.
City Subsidy to MTA Bus	(11.5)	-38.3%	The unfavorable variance for the month was mostly timing related. YTD receipts were favorable also due to timing.

**Year-to-Date**

<b>Cash Subsidies</b>	<b>Variance \$</b>	<b>Variance %</b>	<b>Explanations</b>
Petroleum Business Tax	14.3	7.2%	See explanation for the month.
MRT <sup>(b)</sup> 1 (Gross)	(0.8)	-0.8%	See explanation for the month.
MRT <sup>(b)</sup> 2 (Gross)	1.8	4.1%	See explanation for the month.
Urban Tax	(63.2)	-53.5%	See explanation for the month.
Payroll Mobility Tax	12.7	2.3%	See explanation for the month.
MTA Aid <sup>(c)</sup>	(6.3)	-9.1%	The unfavorable YTD variance was primarily due to timing of funds transfer. The second quarterly payment is due in June and should include the collections for the first period that were received after the first quarter transfer was made to the MTA.
Nassau County	2.9	>100%	The favorable YTD variance was primarily due to timing.
Suffolk County	1.9	>100%	The favorable YTD variance was primarily due to timing.
Westchester County	1.8	>100%	See explanation for the month.
Putnam County	0.1	>100%	The favorable YTD variance was primarily due to timing.
Orange County	0.4	> 100%	The favorable YTD variance was primarily due to timing.
CDOT Subsidies	(6.2)	-15.2%	See explanation for the month.
City Subsidy to MTA Bus	28.5	23.8%	See explanation for the month.
B&T Operating Surplus Transfer	39.3	20.9%	See explanation for the month.

	<u>Current Month Stabilization Fund</u>			<u>Year to Date Stabilization Fund</u>		
	<u>Commuter</u> <u>(General Fd)</u>	<u>Transit</u> <u>(TA Stab)</u>	<u>Total</u>	<u>Commuter</u> <u>(General Fd)</u>	<u>Transit</u> <u>(TA Stab)</u>	<u>Total</u>
From Date:	05/01/17	05/01/17	05/01/17	01/01/17	01/01/17	01/01/17
To Date:	05/31/17	05/31/17	05/31/17	05/31/17	05/31/17	05/31/17
<b><u>MTA Bridges and Tunnels- Surplus Transfers</u></b>	36.172	27.402	63.574	172.424	118.537	290.961
Total Subsidy and Other Receipts	\$129.842	\$356.598	\$486.440	\$441.789	\$1,241.646	\$1,683.435
<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
Transfer from fund 1030 (NYCTA Op Fund)	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>\$129.800</b>	<b>\$356.693</b>	<b>\$486.493</b>	<b>\$441.943</b>	<b>\$1,242.052</b>	<b>\$1,683.994</b>

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(millions)

	<u>Current Month Stabilization Fund</u>			<u>Year to Date Stabilization Fund</u>		
	<u>Commuter</u>	<u>Transit</u>	<u>Total</u>	<u>Commuter</u>	<u>Transit</u>	<u>Total</u>
	<u>(General Fd)</u>	<u>(TA Stab)</u>		<u>(General Fd)</u>	<u>(TA Stab)</u>	
From Date:	05/01/17	05/01/17	05/01/17	01/01/17	01/01/17	01/01/17
To Date:	05/31/17	05/31/17	05/31/17	05/31/17	05/31/17	05/31/17
<b><u>Brought forward from prior page</u></b>						
Opening Balance	-\$92.584	\$33.527	-\$59.057	\$177.374	\$69.042	\$246.416
Total Receipts and Loans Received	129.800	356.693	486.493	441.943	1,242.052	1,683.994
Total Cash and Receipts Available	\$37.216	\$390.220	\$427.436	\$619.317	\$1,311.094	\$1,930.411
<b><u>DISBURSEMENTS</u></b>						
Revenue Supported Debt Service	23.235	47.812	71.047	228.699	369.039	597.739
<b><u>Agency Operations</u></b>						
MTA Long Island Railroad	53.242	0.000	53.242	297.653	0.000	297.653
MTA Metro-North Rail Road	22.178	0.000	22.178	150.632	0.000	150.632
MTA New York City Transit	0.000	259.577	259.577	0.000	850.132	850.132
MTA NYCT for SIRTOA	0.000	0.000	0.000	0.000	2.125	2.125
MTA Bond Admin Cost	0.000	0.000	0.000	3.773	6.966	10.739
MNR Repayment of 525 North Broadway loan	0.000	0.000	0.000	0.000	0.000	0.000
Retro Payment Reserve - Fund#1300	0.000	0.000	0.000	0.000	0.000	0.000
Capital Program Contribution	0.000	0.000	0.000	0.000	0.000	0.000
Total Debt Service and Operations	\$98.655	\$307.389	\$406.044	\$680.756	\$1,228.262	\$1,909.019
<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	\$98.655	\$307.389	\$406.044	\$680.756	\$1,228.262	\$1,909.019
<b><u>STABILIZATION FUND BALANCE</u></b>	-\$61.439	\$82.831	\$21.392	-\$61.439	\$82.831	\$21.392
<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	\$324.320	\$324.320	n/a	\$324.320	\$324.320
<b><u>Total Loan Balances (including negative Operating and negative Stabilization Fund Balances)</u></b>				\$61.439	\$241.489	\$302.929

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

**Debt Service**

**April 2017**

(\$ in millions)

	<b>Adopted Budget</b>	<b>Actual</b>	<b>Variance</b>	<b>% Var</b>	<b>Explanation</b>
Dedicated Tax Fund:					
NYC Transit	\$24.6	\$33.2	(\$8.5)		
Commuter Railroads	5.0	7.0	(2.0)		
<b><i>Dedicated Tax Fund Subtotal</i></b>	<b>\$29.6</b>	<b>\$40.1</b>	<b>(\$10.5)</b>	<b>-35.5%</b>	Timing of debt service deposits.
MTA Transportation Revenue:					
NYC Transit	\$79.8	\$95.9	(\$16.2)		
Commuter Railroads	51.4	61.7	(10.3)		
MTA Bus	1.9	0.0	1.9		
SIRTOA	0.1	0.0	0.1		
<b><i>MTA Transportation Revenue Subtotal</i></b>	<b>\$133.1</b>	<b>\$157.6</b>	<b>(\$24.5)</b>	<b>-18.4%</b>	Timing of debt service deposits as debt service was prefunded to May 15th. Variance should reverse in May 2017.
2 Broadway COPs:					
NYC Transit	\$0.0	\$0.5	(\$0.5)		
Bridges & Tunnels	0.0	0.1	(0.1)		
MTA HQ	0.0	0.0	0.0		
Commuter Railroads	0.0	0.1	(0.1)		
<b><i>2 Broadway COPs Subtotal</i></b>	<b>\$0.0</b>	<b>\$0.7</b>	<b>(\$0.7)</b>	<b>0.0%</b>	
TBTA General Resolution (2):					
NYC Transit	\$14.7	\$14.1	\$0.6		
Commuter Railroads	6.9	6.6	0.3		
Bridges & Tunnels	23.2	21.6	1.6		
<b><i>TBTA General Resolution Subtotal</i></b>	<b>\$44.7</b>	<b>\$42.3</b>	<b>\$2.4</b>	<b>5.5%</b>	Lower than budgeted variable rates.
TBTA Subordinate (2):					
NYC Transit	\$6.1	\$5.0	\$1.1		
Commuter Railroads	2.7	2.2	0.5		
Bridges & Tunnels	2.4	2.0	0.4		
<b><i>TBTA Subordinate Subtotal</i></b>	<b>\$11.2</b>	<b>\$9.2</b>	<b>\$2.0</b>	<b>17.7%</b>	Lower than budgeted variable rates.
<b>Total Debt Service</b>	<b>\$218.6</b>	<b>\$249.9</b>	<b>(\$31.3)</b>	<b>-14.3%</b>	
Debt Service by Agency:					
NYC Transit	\$125.2	\$148.7	(\$23.5)		
Commuter Railroads	66.0	77.6	(11.7)		
MTA Bus	1.9	0.0	1.9		
SIRTOA	0.1	0.0	0.1		
Bridges & Tunnels	25.6	23.6	1.9		
MTAHQ	0.0	0.0	0.0		
<b>Total Debt Service</b>	<b>\$218.6</b>	<b>\$249.9</b>	<b>(\$31.3)</b>	<b>-14.3%</b>	

**Notes:**

(1) Forecasted debt service is calculated based upon projected monthly deposits from available pledged revenues into debt service accounts. Actual payments to bondholders are made from the debt service accounts when due as required for each series of bonds and do not conform to this schedule.

(2) Generally, the calendarization of monthly debt service deposits is calculated by dividing projected annual debt service by 12. Month to month variations ("timing differences") on the existing debt portfolio can occur based upon, among other things, (a) for all bonds, the date when income from the securities in which the debt service accounts are invested becomes available varies, (b) for variable rate financings, differences between (i) the budgeted interest rate and the actual interest rate, (ii) projected interest payment dates to bondholders and actual interest payment dates to bondholders, and (iii) projected monthly funding dates for accrued debt service and actual funding dates, (c) for transactions with swaps, the difference between when MTA/TBTA funds debt service and the receipt of the corresponding swap payment by the counterparty, and difference between rates received and rates paid and (d) for commercial paper, the interest payment date is the date of the maturity of the commercial paper and the dealers set the term of the commercial paper from 1 to 270 days, which is not foreseeable at the time the annual debt service budgets are prepared.

(3) Debt service is allocated among Transit, Commuter, MTA Bus, and TBTA categories based on actual spending of bond proceeds for approved capital projects. Allocation of 2 Broadway COPs is based on occupancy.

Totals may not add due to rounding.

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

**Debt Service**  
**April 2017 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	\$128.5	\$132.3	(\$3.8)		
Commuter Railroads	26.0	25.8	0.2		
<b><i>Dedicated Tax Fund Subtotal</i></b>	<b>\$154.5</b>	<b>\$158.1</b>	<b>(\$3.6)</b>	<b>-2.3%</b>	Timing of debt service deposits.
MTA Transportation Revenue:					
NYC Transit	\$319.6	\$320.1	(\$0.5)		
Commuter Railroads	206.0	205.1	0.8		
MTA Bus	7.5	0.0	7.5		
SIRTOA	0.3	0.0	0.3		
<b><i>MTA Transportation Revenue Subtotal</i></b>	<b>\$533.3</b>	<b>\$525.2</b>	<b>\$8.1</b>	<b>1.5%</b>	Timing of debt service deposits.
2 Broadway COPs:					
NYC Transit	\$0.0	\$1.4	(\$1.4)		
Bridges & Tunnels	0.0	0.2	(0.2)		
MTA HQ	0.0	0.0	0.0		
Commuter Railroads	0.0	0.4	(0.4)		
<b><i>2 Broadway COPs Subtotal</i></b>	<b>\$0.0</b>	<b>\$2.1</b>	<b>(\$2.1)</b>	<b>0.0%</b>	
TBTA General Resolution (2):					
NYC Transit	\$58.7	\$56.8	\$1.9		
Commuter Railroads	27.6	26.7	0.9		
Bridges & Tunnels	92.7	87.0	5.6		
<b><i>TBTA General Resolution Subtotal</i></b>	<b>\$178.9</b>	<b>\$170.5</b>	<b>\$8.4</b>	<b>4.7%</b>	Lower than budgeted variable rates.
TBTA Subordinate (2):					
NYC Transit	\$24.4	\$21.2	\$3.2		
Commuter Railroads	10.7	9.3	1.4		
Bridges & Tunnels	9.6	8.4	1.3		
<b><i>TBTA Subordinate Subtotal</i></b>	<b>\$44.8</b>	<b>\$38.9</b>	<b>\$5.9</b>	<b>13.1%</b>	Lower than budgeted variable rates.
<b>Total Debt Service</b>	<b>\$911.5</b>	<b>\$894.8</b>	<b>\$16.7</b>	<b>1.8%</b>	
Debt Service by Agency:					
NYC Transit	\$531.1	\$531.8	(\$0.7)		
Commuter Railroads	270.2	267.4	2.9		
MTA Bus	7.5	0.0	7.5		
SIRTOA	0.3	0.0	0.3		
Bridges & Tunnels	102.3	95.6	6.7		
MTAHQ	0.0	0.0	0.0		
<b>Total Debt Service</b>	<b>\$911.5</b>	<b>\$894.8</b>	<b>\$16.7</b>	<b>1.8%</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 - 2017 Adopted Budget**  
**Total Positions by Function and Agency**  
**April 2017**

<b>Function/Agency</b>	<b>Adopted Budget</b>	<b>Actual</b>	<b>Variance Favorable/ (Unfavorable)</b>
<b>Administration</b>	<b>5,027</b>	<b>4,404</b>	<b>623</b>
NYC Transit	1,454	1,414	40
Long Island Rail Road	499	449	50
Metro-North Railroad	575	489	86
Bridges & Tunnels	89	81	8
Headquarters	2,203	1,822	381
Staten Island Railway	29	22	7
Capital Construction Company	15	14	1
Bus Company	163	113	50
<b>Operations</b>	<b>31,651</b>	<b>31,208</b>	<b>443</b>
NYC Transit	23,848	23,577	271
Long Island Rail Road	2,529	2,465	64
Metro-North Railroad	2,038	1,941	98
Bridges & Tunnels	585	512	73
Headquarters	-	-	-
Staten Island Railway	107	115	(8)
Capital Construction Company	-	-	-
Bus Company	2,543	2,598	(55)
<b>Maintenance</b>	<b>31,991</b>	<b>31,103</b>	<b>888</b>
NYC Transit	21,970	21,439	531
Long Island Rail Road	4,270	4,113	157
Metro-North Railroad	4,026	3,875	151
Bridges & Tunnels	383	360	23
Headquarters	-	-	-
Staten Island Railway	168	163	5
Capital Construction Company	-	-	-
Bus Company	1,174	1,153	21
<b>Engineering/Capital</b>	<b>2,119</b>	<b>2,055</b>	<b>64</b>
NYC Transit	1,358	1,413	(55)
Long Island Rail Road	204	188	16
Metro-North Railroad	129	107	22
Bridges & Tunnels	253	204	49
Headquarters	-	-	-
Staten Island Railway	14	6	8
Capital Construction Company	124	113	11
Bus Company	37	24	13
<b>Public Safety</b>	<b>1,843</b>	<b>1,730</b>	<b>113</b>
NYC Transit	673	647	26
Long Island Rail Road	-	-	-
Metro-North Railroad	-	-	-
Bridges & Tunnels	279	268	11
Headquarters	869	794	75
Staten Island Railway	-	-	-
Capital Construction Company	-	-	-
Bus Company	22	21	1
<b>Total Positions</b>	<b>72,630</b>	<b>70,499</b>	<b>2,131</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2017 Adopted Budget**  
**Total Positions by Function and Agency**  
**April 2017**

<b>Category</b>	<b>Adopted Budget</b>	<b>Actual</b>	<b>Variance Favorable/ (Unfavorable)</b>
<b>Total Positions</b>	<b>72,630</b>	<b>70,499</b>	<b>2,131</b>
NYC Transit	49,303	48,490	813
Long Island Rail Road	7,502	7,215	287
Metro-North Railroad	6,768	6,411	357
Bridges & Tunnels	1,589	1,425	164
Headquarters	3,072	2,616	456
Staten Island Railway	318	306	12
Capital Construction Company	139	127	12
Bus Company	3,939	3,909	30
<b>Non-reimbursable</b>	<b>64,625</b>	<b>63,020</b>	<b>1,605</b>
NYC Transit	43,879	43,063	816
Long Island Rail Road	6,157	6,061	96
Metro-North Railroad	5,950	5,874	75
Bridges & Tunnels	1,502	1,338	164
Headquarters	2,935	2,509	426
Staten Island Railway	304	300	4
Capital Construction Company	-	-	-
Bus Company	3,899	3,875	24
<b>Reimbursable</b>	<b>8,005</b>	<b>7,479</b>	<b>526</b>
NYC Transit	5,424	5,427	(3)
Long Island Rail Road	1,345	1,154	191
Metro-North Railroad	819	537	282
Bridges & Tunnels	87	87	-
Headquarters	137	107	30
Staten Island Railway	14	6	8
Capital Construction Company	139	127	12
Bus Company	40	34	6
<b>Total Full Time</b>	<b>72,402</b>	<b>70,229</b>	<b>2,173</b>
NYC Transit	49,091	48,232	859
Long Island Rail Road	7,502	7,215	287
Metro-North Railroad	6,767	6,410	357
Bridges & Tunnels	1,589	1,425	164
Headquarters	3,072	2,616	456
Staten Island Railway	318	306	12
Capital Construction Company	139	127	12
Bus Company	3,924	3,898	26
<b>Total Full-Time Equivalents</b>	<b>228</b>	<b>270</b>	<b>(42)</b>
NYC Transit	212	258	(46)
Long Island Rail Road	-	-	-
Metro-North Railroad	1	1	-
Bridges & Tunnels	-	-	-
Headquarters	-	-	-
Staten Island Railway	-	-	-
Capital Construction Company	-	-	-
Bus Company	15	11	4

**Note: Totals may differ due to rounding**

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2017 Adopted Budget**  
**Total Positions by Function and Occupational Group**  
**April 2017**

<b>FUNCTION/OCCUPATIONAL GROUP</b>	<b>Adopted Budget</b>	<b>Actual</b>	<b>Variance Favorable/ (Unfavorable)</b>
<b>Administration</b>	<b>5,027</b>	<b>4,404</b>	<b>623</b>
Managers/Supervisors	1,555	1,380	175
Professional, Technical, Clerical	3,313	2,893	420
Operational Hourlies	159	131	28
<b>Operations</b>	<b>31,651</b>	<b>31,208</b>	<b>443</b>
Managers/Supervisors	3,884	3,703	181
Professional, Technical, Clerical	894	860	34
Operational Hourlies	26,873	26,645	228
<b>Maintenance</b>	<b>31,991</b>	<b>31,103</b>	<b>888</b>
Managers/Supervisors	5,554	5,425	129
Professional, Technical, Clerical	2,001	1,861	140
Operational Hourlies	24,436	23,817	619
<b>Engineering/Capital</b>	<b>2,119</b>	<b>2,055</b>	<b>64</b>
Managers/Supervisors	601	572	29
Professional, Technical, Clerical	1,507	1,477	30
Operational Hourlies	11	6	5
<b>Public Safety</b>	<b>1,843</b>	<b>1,730</b>	<b>113</b>
Managers/Supervisors	517	492	25
Professional, Technical, Clerical	161	130	31
Operational Hourlies	1,165	1,108	57
<b>Total Positions</b>	<b>72,630</b>	<b>70,499</b>	<b>2,131</b>
Managers/Supervisors	12,111	11,572	539
Professional, Technical, Clerical	7,876	7,221	655
Operational Hourlies	52,644	51,707	937

**METROPOLITAN TRANSPORTATION AUTHORITY  
FAREBOX RECOVERY AND FAREBOX OPERATING RATIOS  
2017 ADOPTED BUDGET AND ACTUALS  
APRIL 2017**

<b>FAREBOX RECOVERY RATIOS</b>		
	<b>2017 <u>Adopted Budget</u></b>	<b>2017 <u>YTD Actual</u></b>
New York City Transit	37.5%	38.0%
Staten Island Railway	8.9%	9.3%
Long Island Rail Road	29.4%	32.1%
Metro-North Railroad	42.0%	40.4%
Bus Company	<u>24.3%</u>	<u>24.6%</u>
<b>MTA Agency Average</b>	<b>35.9%</b>	<b>36.6%</b>

<b>FAREBOX OPERATING RATIOS</b>		
	<b>2017 <u>Adopted Budget</u></b>	<b>2017 <u>YTD Actual</u></b>
New York City Transit	57.2%	56.5%
Staten Island Railway	12.3%	13.0%
Long Island Rail Road	47.2%	49.4%
Metro-North Railroad	59.1%	57.9%
Bus Company	<u>32.2%</u>	<u>30.6%</u>
<b>MTA Agency Average</b>	<b>54.2%</b>	<b>53.9%</b>

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

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

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



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

## Report on Revenue Passengers and Vehicles Ridership Data Thru April, 2017

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

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

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Friday, June 09, 2017

**Metropolitan Transportation Authority****April**

<b>Revenue Passengers</b>	<b>2015</b>	<b>2016</b>	<b>Percent Change</b>	<b>2017</b>	<b>Percent Change</b>
<b>MTA New York City Transit</b>	206,370,025	201,573,103	-2.32%	192,947,554	-4.28%
MTA New York City Subway	150,372,555	147,291,655	-2.05%	143,328,315	-2.69%
MTA New York City Bus	55,997,469	54,281,448	-3.06%	49,619,239	-8.59%
<b>MTA Staten Island Railway</b>	376,535	371,087	-1.45%	353,260	-4.80%
<b>MTA Long Island Rail Road</b>	7,313,844	7,271,823	-0.57%	7,158,667	-1.56%
<b>MTA Metro-North Railroad</b>	7,283,033	7,118,939	-2.25%	7,015,523	-1.45%
<i><b>East of Hudson</b></i>	7,134,749	6,980,262	-2.17%	6,885,596	-1.36%
Harlem Line	2,330,964	2,295,023	-1.54%	2,252,524	-1.85%
Hudson Line	1,397,902	1,363,513	-2.46%	1,372,524	0.66%
New Haven Line	3,405,883	3,321,726	-2.47%	3,260,548	-1.84%
<i><b>West of Hudson</b></i>	148,284	138,677	-6.48%	129,927	-6.31%
Port Jervis Line	88,480	82,641	-6.60%	77,524	-6.19%
Pascack Valley Line	59,804	56,036	-6.30%	52,403	-6.48%
<b>MTA Bus Company</b>	10,752,047	10,566,032	-1.73%	9,868,714	-6.60%
<b>MTA Bridges &amp; Tunnels</b>	24,825,057	25,460,062	2.56%	25,334,978	-0.49%
<b>Total All Agencies</b>	<b>232,095,483</b>	<b>226,900,984</b>	<b>-2.24%</b>	<b>217,343,718</b>	<b>-4.21%</b>
(Excludes Bridges & Tunnels)					
Weekdays:	22	21		20	
Holidays:	0	0		0	
Weekend Days:	8	9		10	
Days	30	30		30	

Friday, June 09, 2017

**Metropolitan Transportation Authority****April**

Revenue Passengers Year to Date	2015	2016	Percent Change	2017	Percent Change
<b>MTA New York City Transit</b>	779,578,505	789,139,465	1.23%	765,116,799	-3.04%
MTA New York City Subway	568,057,742	576,693,729	1.52%	565,644,887	-1.92%
MTA New York City Bus	211,520,762	212,445,736	0.44%	199,471,912	-6.11%
<b>MTA Staten Island Railway</b>	1,418,126	1,483,117	4.58%	1,458,789	-1.64%
<b>MTA Long Island Rail Road</b>	27,202,921	28,126,176	3.39%	28,362,984	0.84%
<b>MTA Metro-North Railroad</b>	26,730,434	27,561,690	3.11%	27,319,520	-0.88%
<b>East of Hudson</b>	26,176,847	27,013,701	3.20%	26,793,252	-0.82%
Harlem Line	8,638,495	8,926,800	3.34%	8,877,427	-0.55%
Hudson Line	5,088,889	5,232,521	2.82%	5,261,750	0.56%
New Haven Line	12,449,463	12,854,380	3.25%	12,654,075	-1.56%
<b>West of Hudson</b>	553,587	547,989	-1.01%	526,268	-3.96%
Port Jervis Line	327,470	323,163	-1.32%	312,035	-3.44%
Pascack Valley Line	226,117	224,826	-0.57%	214,233	-4.71%
<b>MTA Bus Company</b>	40,399,535	41,075,382	1.67%	39,772,536	-3.17%
<b>MTA Bridges &amp; Tunnels</b>	89,628,670	95,724,374	6.80%	94,964,810	-0.79%
<b>Total All Agencies</b>	<b>875,329,521</b>	<b>887,385,830</b>	<b>1.38%</b>	<b>862,030,627</b>	<b>-2.86%</b>
(Excludes Bridges & Tunnels)					
Weekdays:	83	82		82	
Holidays:	3	3		3	
Weekend Days:	34	36		35	
Days	120	121		120	

Friday, June 09, 2017

Metropolitan Transportation Authority				April	
Revenue Passengers					
12 Month Averages	2015	2016	Percent Change	2017	Percent Change
MTA New York City Transit	201,599,530	201,900,680	0.15%	197,600,437	-2.13%
MTA New York City Subway	146,341,118	147,600,117	0.86%	145,480,497	-1.44%
MTA New York City Bus	55,258,412	54,300,563	-1.73%	52,119,941	-4.02%
MTA Staten Island Railway	364,950	380,577	4.28%	375,648	-1.30%
MTA Long Island Rail Road	7,185,432	7,380,942	2.72%	7,465,707	1.15%
MTA Metro-North Railroad	7,076,345	7,237,451	2.28%	7,187,496	-0.69%
East of Hudson	6,933,686	7,092,439	2.29%	7,048,986	-0.61%
Harlem Line	2,261,853	2,316,016	2.39%	2,305,945	-0.43%
Hudson Line	1,357,332	1,380,689	1.72%	1,386,083	0.39%
New Haven Line	3,314,501	3,395,733	2.45%	3,356,957	-1.14%
West of Hudson	142,659	145,013	1.65%	138,510	-4.48%
Port Jervis Line	85,539	86,256	0.84%	82,817	-3.99%
Pascack Valley Line	57,121	58,757	2.86%	55,693	-5.21%
MTA Bus Company	10,513,672	10,506,285	-0.07%	10,359,526	-1.40%
MTA Bridges & Tunnels	24,110,851	25,339,651	5.10%	25,554,753	0.85%
Total All Agencies	226,739,929	227,405,936	0.29%	222,988,814	-1.94%
(Excludes Bridges & Tunnels)					
Weekdays:	22	21		20	
Holidays:	0	0		0	
Weekend Days:	8	9		10	
Days	30	30		30	
Friday, June 09, 2017					

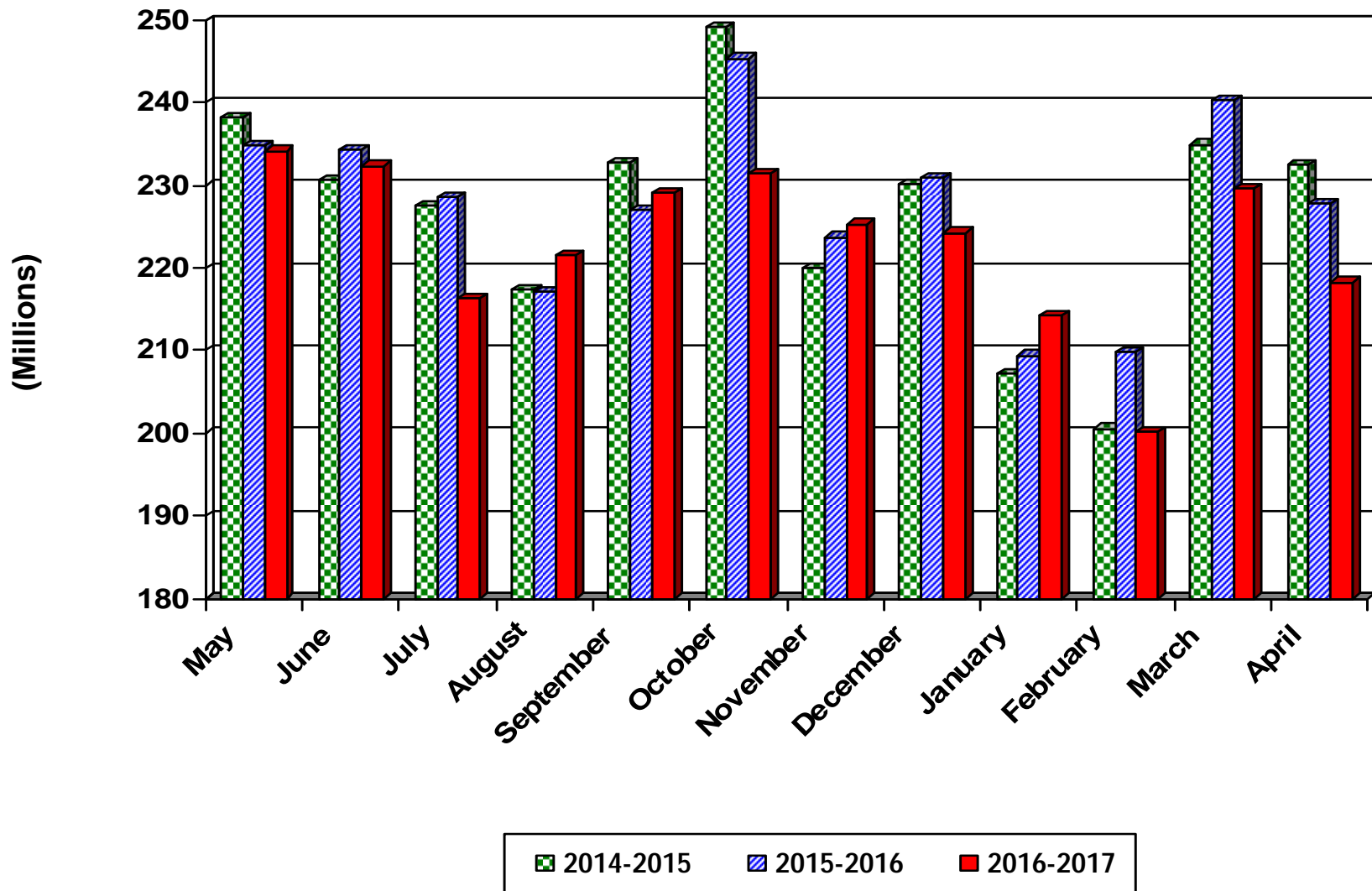


**Metropolitan Transportation Authority****April**

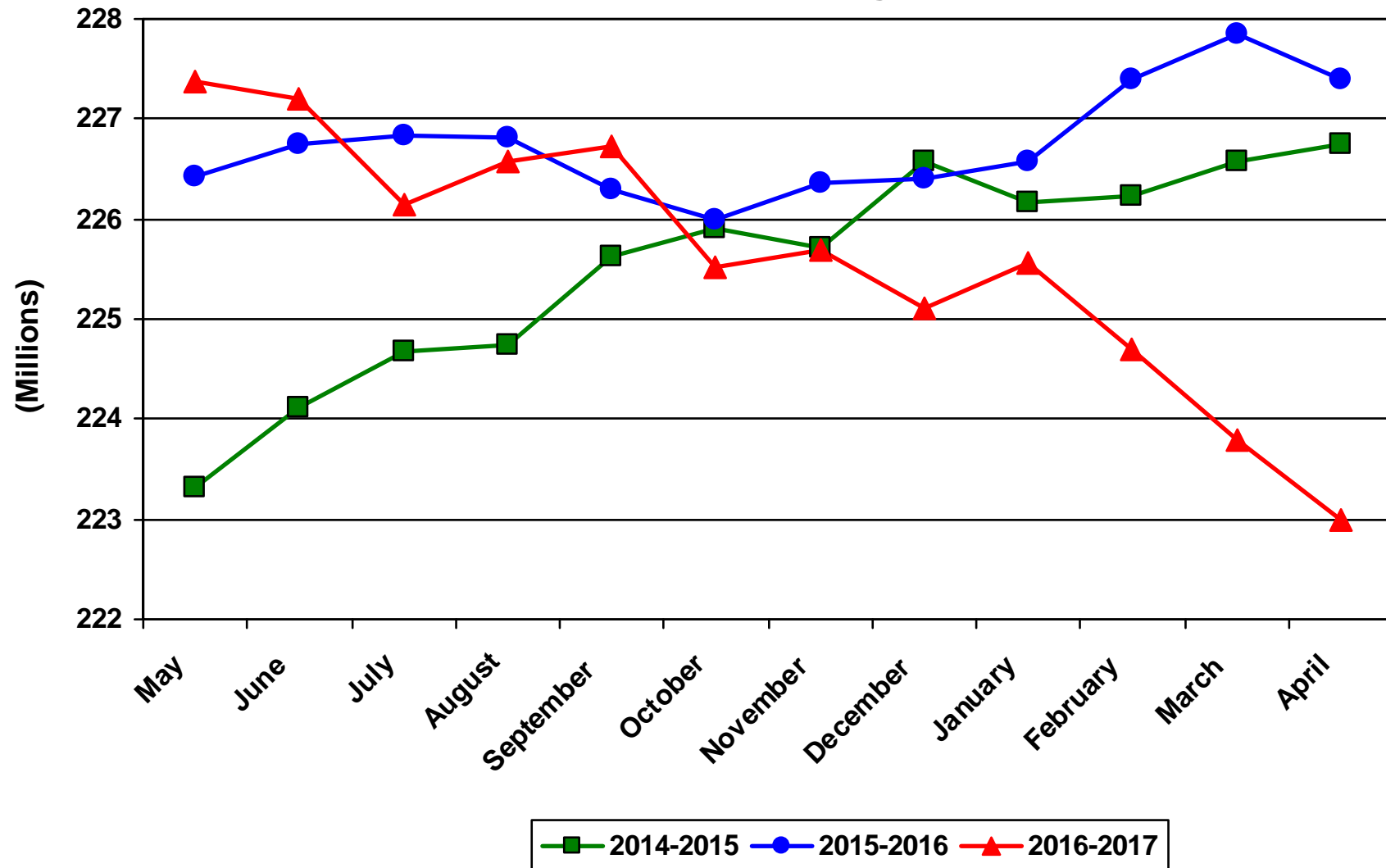
<b>Average Weekday Passengers</b>	<b>2015</b>	<b>2016</b>	<b>Percent Change</b>	<b>2017</b>	<b>Percent Change</b>
<b>MTA New York City Transit</b>	7,836,222	7,819,074	-0.22%	7,595,690	-2.86%
MTA New York City Subway	5,723,687	5,728,003	0.08%	5,663,698	-1.12%
MTA New York City Bus	2,112,535	2,091,071	-1.02%	1,931,992	-7.61%
<b>MTA Staten Island Railway</b>	15,604	16,039	2.79%	15,737	-1.88%
<b>MTA Long Island Rail Road</b>	294,548	305,742	3.80%	310,565	1.58%
<b>MTA Metro-North Railroad</b>	289,364	290,902	0.53%	292,374	0.51%
<b>East of Hudson</b>	282,620	284,305	0.60%	285,896	0.56%
Harlem Line	93,050	94,305	1.35%	94,501	0.21%
Hudson Line	55,226	55,404	0.32%	56,690	2.32%
New Haven Line	134,344	134,596	0.19%	134,704	0.08%
<b>West of Hudson</b>	6,744	6,597	-2.18%	6,478	-1.80%
Port Jervis Line	4,024	3,931	-2.31%	3,863	-1.73%
Pascack Valley Line	2,720	2,666	-1.99%	2,615	-1.91%
<b>MTA Bus Company</b>	413,022	413,769	0.18%	392,293	-5.19%
<b>MTA Bridges &amp; Tunnels</b>	837,547	864,797	3.25%	869,761	0.57%
<b>Total All Agencies</b>	<b>8,848,760</b>	<b>8,845,525</b>	<b>-0.04%</b>	<b>8,606,659</b>	<b>-2.70%</b>
(Excludes Bridges & Tunnels)					
Weekdays:	22	21		20	
Holidays:	0	0		0	
Weekend Days:	8	9		10	
Days	30	30		30	

Friday, June 09, 2017

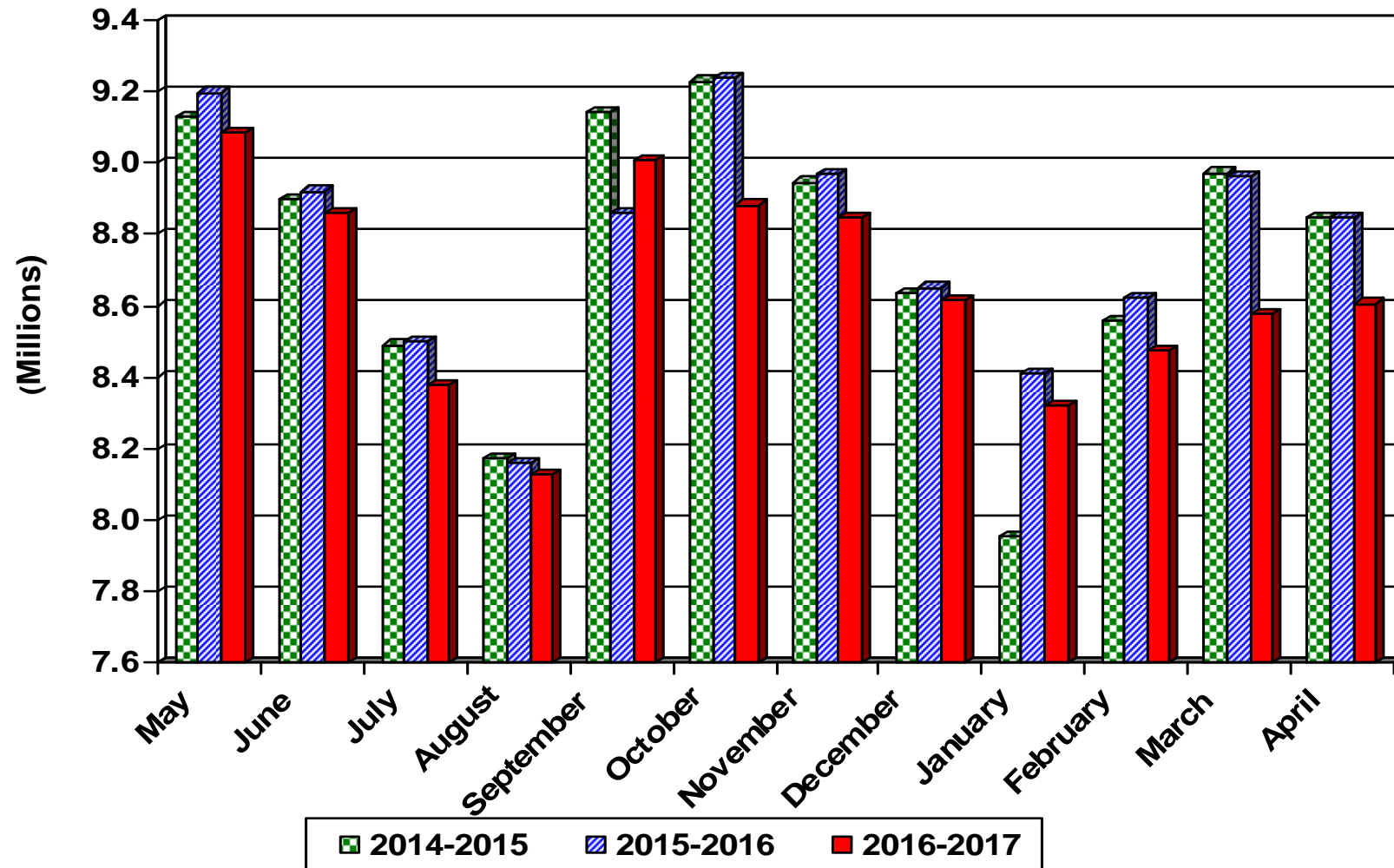
## Metropolitan Transportation Authority Revenue Passengers



# Metropolitan Transportation Authority Revenue Passengers 12 Month Averages



## Metropolitan Transportation Authority Average Weekday Passengers



## Metropolitan Transportation Authority

April

## Metropolitan Transportation Authority

## Revenue Passengers

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	238,223,134	234,816,203	-1.43%	234,162,116	-0.28%
June	230,597,668	234,275,310	1.59%	232,298,411	-0.84%
July	227,511,547	228,607,918	0.48%	216,271,342	-5.40%
August	217,423,830	217,104,093	-0.15%	221,494,769	2.02%
September	232,730,048	227,011,520	-2.46%	229,074,805	0.91%
October	249,073,151	245,321,347	-1.51%	231,494,508	-5.64%
November	219,948,178	223,711,589	1.71%	225,264,340	0.69%
December	230,112,450	230,863,161	0.33%	224,238,087	-2.87%
January	207,261,688	209,425,390	1.04%	214,209,625	2.28%
February	200,522,128	209,876,299	4.66%	200,200,109	-4.61%
March	234,905,042	240,314,493	2.30%	229,605,520	-4.46%
<b>April</b>	<b>232,380,030</b>	<b>227,728,573</b>	<b>-2.00%</b>	<b>218,249,451</b>	<b>-4.16%</b>
<b>12 Month Ave</b>	<b>226,739,929</b>	<b>227,405,936</b>	<b>0.29%</b>	<b>222,988,814</b>	<b>-1.94%</b>
<b>Year-to-Date</b>	<b>875,329,521</b>	<b>887,385,830</b>	<b>1.38%</b>	<b>862,030,627</b>	<b>-2.86%</b>

## 12 Month Averages

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	223,325,180	226,420,927	1.39%	227,372,563	0.42%
June	224,115,268	226,754,987	1.18%	227,212,056	0.20%
July	224,681,665	226,842,495	0.96%	226,135,923	-0.31%
August	224,739,365	226,816,764	0.92%	226,571,499	-0.11%
September	225,629,649	226,293,173	0.29%	226,734,499	0.20%
October	225,902,949	225,983,031	0.04%	225,517,900	-0.21%
November	225,712,677	226,355,195	0.28%	225,696,672	-0.29%
December	226,567,918	226,401,243	-0.07%	225,101,748	-0.57%
January	226,168,044	226,575,973	0.18%	225,566,891	-0.45%
February	226,225,170	227,403,123	0.52%	224,699,125	-1.19%
March	226,575,948	227,838,811	0.56%	223,785,253	-1.78%
<b>April</b>	<b>226,739,929</b>	<b>227,405,936</b>	<b>0.29%</b>	<b>222,988,814</b>	<b>-1.94%</b>

## Average Weekday Passengers

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	9,129,881	9,198,768	0.75%	9,083,871	-1.25%
June	8,900,992	8,920,884	0.22%	8,858,944	-0.69%
July	8,489,922	8,502,405	0.15%	8,377,158	-1.47%
August	8,172,203	8,161,363	-0.13%	8,128,520	-0.40%
September	9,141,834	8,859,276	-3.09%	9,007,037	1.67%
October	9,230,840	9,238,929	0.09%	8,883,114	-3.85%
November	8,947,640	8,970,657	0.26%	8,848,948	-1.36%
December	8,635,225	8,651,329	0.19%	8,614,513	-0.43%
January	7,953,770	8,408,241	5.71%	8,318,158	-1.07%
February	8,556,045	8,621,692	0.77%	8,476,321	-1.69%
March	8,972,642	8,961,385	-0.13%	8,578,298	-4.27%
<b>April</b>	<b>8,848,760</b>	<b>8,845,525</b>	<b>-0.04%</b>	<b>8,606,659</b>	<b>-2.70%</b>

## MTA New York City Transit

## Revenue Passengers

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	212,847,982	209,230,157	-1.70%	208,519,995	-0.34%
June	204,157,340	207,528,922	1.65%	205,225,083	-1.11%
July	201,455,345	202,067,215	0.30%	190,299,489	-5.82%
August	192,219,890	191,546,098	-0.35%	195,759,687	2.20%
September	207,769,829	201,668,047	-2.94%	203,321,259	0.82%
October	222,191,504	218,903,424	-1.48%	205,199,171	-6.26%
November	194,418,829	197,975,727	1.83%	199,416,515	0.73%
December	204,555,139	204,749,107	0.09%	198,347,249	-3.13%
January	183,767,097	185,585,948	0.99%	190,029,486	2.39%
February	178,598,334	187,018,360	4.71%	177,253,733	-5.22%
March	210,843,049	214,962,054	1.95%	204,886,026	-4.69%
<b>April</b>	<b>206,370,025</b>	<b>201,573,103</b>	<b>-2.32%</b>	<b>192,947,554</b>	<b>-4.28%</b>
12 Month Ave	201,599,530	201,900,680	0.15%	197,600,437	-2.13%
Year-to-Date	779,578,505	789,139,465	1.23%	765,116,799	-3.04%

## 12 Month Averages

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	198,793,913	201,298,045	1.26%	201,841,500	0.27%
June	199,469,676	201,579,010	1.06%	201,649,514	0.03%
July	199,964,298	201,629,999	0.83%	200,668,870	-0.48%
August	200,004,189	201,573,850	0.78%	201,020,002	-0.27%
September	200,762,390	201,065,368	0.15%	201,157,770	0.05%
October	200,976,908	200,791,361	-0.09%	200,015,749	-0.39%
November	200,789,793	201,087,770	0.15%	200,135,814	-0.47%
December	201,528,233	201,103,934	-0.21%	199,602,326	-0.75%
January	201,160,323	201,255,504	0.05%	199,972,621	-0.64%
February	201,205,432	201,957,173	0.37%	199,158,902	-1.39%
March	201,472,809	202,300,424	0.41%	198,319,233	-1.97%
<b>April</b>	<b>201,599,530</b>	<b>201,900,680</b>	<b>0.15%</b>	<b>197,600,437</b>	<b>-2.13%</b>

## Average Weekday Passengers

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	8,088,167	8,139,590	0.64%	8,035,683	-1.28%
June	7,860,640	7,883,012	0.28%	7,806,867	-0.97%
July	7,486,780	7,490,656	0.05%	7,354,909	-1.81%
August	7,193,127	7,177,366	-0.22%	7,146,334	-0.43%
September	8,081,709	7,814,868	-3.30%	7,945,242	1.67%
October	8,177,035	8,180,299	0.04%	7,833,422	-4.24%
November	7,892,538	7,914,613	0.28%	7,793,452	-1.53%
December	7,623,337	7,630,448	0.09%	7,590,923	-0.52%
January	7,023,925	7,427,622	5.75%	7,330,347	-1.31%
February	7,594,202	7,637,655	0.57%	7,484,919	-2.00%
March	7,952,993	7,928,251	-0.31%	7,577,250	-4.43%
<b>April</b>	<b>7,836,222</b>	<b>7,819,074</b>	<b>-0.22%</b>	<b>7,595,690</b>	<b>-2.86%</b>

## MTA New York City Subway

## Revenue Passengers

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	152,868,196	151,579,782	-0.84%	151,910,204	0.22%
June	147,939,131	152,192,133	2.87%	151,007,041	-0.78%
July	146,505,849	148,437,225	1.32%	139,851,426	-5.78%
August	139,868,371	140,064,643	0.14%	143,703,034	2.60%
September	149,373,432	146,876,344	-1.67%	148,467,391	1.08%
October	160,120,773	159,987,486	-0.08%	150,638,608	-5.84%
November	141,226,971	144,542,523	2.35%	147,033,943	1.72%
December	150,132,948	150,827,541	0.46%	147,509,424	-2.20%
January	133,814,801	136,413,951	1.94%	140,370,911	2.90%
February	130,776,608	136,690,795	4.52%	130,524,995	-4.51%
March	153,093,778	156,297,328	2.09%	151,420,666	-3.12%
<b>April</b>	<b>150,372,555</b>	<b>147,291,655</b>	<b>-2.05%</b>	<b>143,328,315</b>	<b>-2.69%</b>
12 Month Ave	146,341,118	147,600,117	0.86%	145,480,497	-1.44%
Year-to-Date	568,057,742	576,693,729	1.52%	565,644,887	-1.92%

## 12 Month Averages

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	143,225,179	146,233,750	2.10%	147,627,652	0.95%
June	143,784,476	146,588,167	1.95%	147,528,895	0.64%
July	144,258,080	146,749,115	1.73%	146,813,411	0.04%
August	144,367,039	146,765,471	1.66%	147,116,611	0.24%
September	145,021,209	146,557,380	1.06%	147,249,198	0.47%
October	145,328,497	146,546,273	0.84%	146,470,125	-0.05%
November	145,310,113	146,822,569	1.04%	146,677,743	-0.10%
December	145,940,635	146,880,452	0.64%	146,401,233	-0.33%
January	145,662,922	147,097,047	0.98%	146,730,980	-0.25%
February	145,744,103	147,589,896	1.27%	146,217,163	-0.93%
March	146,135,681	147,856,859	1.18%	145,810,775	-1.38%
<b>April</b>	<b>146,341,118</b>	<b>147,600,117</b>	<b>0.86%</b>	<b>145,480,497</b>	<b>-1.44%</b>

## Average Weekday Passengers

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	5,815,676	5,909,329	1.61%	5,868,961	-0.68%
June	5,700,985	5,790,176	1.56%	5,763,243	-0.47%
July	5,466,523	5,537,445	1.30%	5,445,341	-1.66%
August	5,260,029	5,291,858	0.61%	5,276,450	-0.29%
September	5,812,513	5,707,385	-1.81%	5,816,860	1.92%
October	5,893,267	5,975,276	1.39%	5,759,591	-3.61%
November	5,734,440	5,781,526	0.82%	5,746,772	-0.60%
December	5,584,168	5,616,142	0.57%	5,642,250	0.46%
January	5,112,634	5,450,158	6.60%	5,413,222	-0.68%
February	5,568,552	5,597,172	0.51%	5,531,526	-1.17%
March	5,779,365	5,771,631	-0.13%	5,610,507	-2.79%
<b>April</b>	<b>5,723,687</b>	<b>5,728,003</b>	<b>0.08%</b>	<b>5,663,698</b>	<b>-1.12%</b>

## MTA New York City Bus

## Revenue Passengers

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	59,979,786	57,650,375	-3.88%	56,609,791	-1.80%
June	56,218,209	55,336,789	-1.57%	54,218,042	-2.02%
July	54,949,495	53,629,990	-2.40%	50,448,063	-5.93%
August	52,351,519	51,481,455	-1.66%	52,056,653	1.12%
September	58,396,397	54,791,703	-6.17%	54,853,868	0.11%
October	62,070,731	58,915,938	-5.08%	54,560,563	-7.39%
November	53,191,858	53,433,204	0.45%	52,382,572	-1.97%
December	54,422,191	53,921,566	-0.92%	50,837,825	-5.72%
January	49,952,296	49,171,997	-1.56%	49,658,575	0.99%
February	47,821,726	50,327,565	5.24%	46,728,738	-7.15%
March	57,749,271	58,664,726	1.59%	53,465,360	-8.86%
<b>April</b>	<b>55,997,469</b>	<b>54,281,448</b>	<b>-3.06%</b>	<b>49,619,239</b>	<b>-8.59%</b>
12 Month Ave	55,258,412	54,300,563	-1.73%	52,119,941	-4.02%
Year-to-Date	211,520,762	212,445,736	0.44%	199,471,912	-6.11%

## 12 Month Averages

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	55,568,734	55,064,295	-0.91%	54,213,848	-1.54%
June	55,685,200	54,990,843	-1.25%	54,120,619	-1.58%
July	55,706,218	54,880,884	-1.48%	53,855,458	-1.87%
August	55,637,150	54,808,379	-1.49%	53,903,392	-1.65%
September	55,741,181	54,507,988	-2.21%	53,908,572	-1.10%
October	55,648,412	54,245,089	-2.52%	53,545,624	-1.29%
November	55,479,680	54,265,201	-2.19%	53,458,071	-1.49%
December	55,587,597	54,223,482	-2.45%	53,201,093	-1.89%
January	55,497,402	54,158,457	-2.41%	53,241,641	-1.69%
February	55,461,329	54,367,277	-1.97%	52,941,739	-2.62%
March	55,337,128	54,443,565	-1.61%	52,508,458	-3.55%
<b>April</b>	<b>55,258,412</b>	<b>54,300,563</b>	<b>-1.73%</b>	<b>52,119,941</b>	<b>-4.02%</b>

## Average Weekday Passengers

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	2,272,491	2,230,261	-1.86%	2,166,722	-2.85%
June	2,159,655	2,092,836	-3.09%	2,043,624	-2.35%
July	2,020,257	1,953,211	-3.32%	1,909,568	-2.23%
August	1,933,097	1,885,508	-2.46%	1,869,883	-0.83%
September	2,269,196	2,107,483	-7.13%	2,128,381	0.99%
October	2,283,768	2,205,022	-3.45%	2,073,830	-5.95%
November	2,158,097	2,133,088	-1.16%	2,046,680	-4.05%
December	2,039,169	2,014,306	-1.22%	1,948,673	-3.26%
January	1,911,291	1,977,463	3.46%	1,917,124	-3.05%
February	2,025,650	2,040,483	0.73%	1,953,392	-4.27%
March	2,173,629	2,156,619	-0.78%	1,966,744	-8.80%
<b>April</b>	<b>2,112,535</b>	<b>2,091,071</b>	<b>-1.02%</b>	<b>1,931,992</b>	<b>-7.61%</b>



## MTA Bus Company

## Revenue Passengers

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	10,568,960	10,752,047	1.73%	10,566,032	-1.73%
June	11,192,859	10,954,849	-2.13%	11,022,447	0.62%
July	10,566,947	10,660,010	0.88%	10,778,433	1.11%
August	10,414,380	10,461,178	0.45%	10,002,577	-4.38%
September	10,055,633	10,113,391	0.57%	10,491,025	3.73%
October	11,134,458	10,627,657	-4.55%	10,898,004	2.54%
November	11,810,454	11,333,752	-4.04%	10,831,747	-4.43%
December	10,098,386	10,324,241	2.24%	10,414,750	0.88%
January	10,491,414	10,524,956	0.32%	10,102,793	-4.01%
February	9,498,182	9,464,783	-0.35%	9,840,105	3.97%
March	9,112,713	9,650,946	5.91%	9,289,270	-3.75%
<b>April</b>	<b>11,036,594</b>	<b>11,393,621</b>	<b>3.23%</b>	<b>10,774,447</b>	<b>-5.43%</b>
12 Month Ave	10,513,672	10,506,285	-0.07%	10,359,526	-1.40%
Year-to-Date	40,399,535	41,075,382	1.67%	39,772,536	-3.17%

## 12 Month Averages

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	10,265,915	10,493,838	2.22%	10,511,918	0.17%
June	10,312,844	10,501,593	1.83%	10,521,786	0.19%
July	10,343,981	10,505,493	1.56%	10,483,570	-0.21%
August	10,355,666	10,510,306	1.49%	10,515,039	0.05%
September	10,407,746	10,468,073	0.58%	10,537,568	0.66%
October	10,424,203	10,428,348	0.04%	10,495,734	0.65%
November	10,419,371	10,447,169	0.27%	10,503,277	0.54%
December	10,465,103	10,449,964	-0.14%	10,468,096	0.17%
January	10,470,282	10,447,181	-0.22%	10,499,373	0.50%
February	10,479,066	10,492,034	0.12%	10,469,233	-0.22%
March	10,498,415	10,521,786	0.22%	10,417,636	-0.99%
<b>April</b>	<b>10,513,672</b>	<b>10,506,285</b>	<b>-0.07%</b>	<b>10,359,526</b>	<b>-1.40%</b>

## Average Weekday Passengers

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	432,168	433,656	0.34%	428,947	-1.09%
June	412,766	408,956	-0.92%	411,220	0.55%
July	389,844	387,040	-0.72%	385,550	-0.39%
August	379,207	376,831	-0.63%	381,719	1.30%
September	439,524	415,874	-5.38%	428,697	3.08%
October	442,183	430,760	-2.58%	418,098	-2.94%
November	420,197	418,413	-0.42%	412,102	-1.51%
December	399,293	398,969	-0.08%	393,484	-1.37%
January	370,707	387,423	4.51%	386,330	-0.28%
February	393,191	398,129	1.26%	394,036	-1.03%
March	423,737	425,372	0.39%	402,782	-5.31%
<b>April</b>	<b>413,022</b>	<b>413,769</b>	<b>0.18%</b>	<b>392,293</b>	<b>-5.19%</b>

## MTA Staten Island Railway

Revenue Passengers					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	385,989	390,089	1.06%	394,816	1.21%
June	378,355	406,750	7.50%	402,135	-1.13%
July	342,895	359,630	4.88%	327,407	-8.96%
August	311,243	331,564	6.53%	348,194	5.02%
September	391,276	386,275	-1.28%	404,713	4.77%
October	430,201	435,865	1.32%	400,281	-8.16%
November	351,734	376,346	7.00%	395,065	4.97%
December	369,585	397,292	7.50%	376,371	-5.27%
January	336,800	363,383	7.89%	379,316	4.38%
February	311,519	335,796	7.79%	328,169	-2.27%
March	393,272	412,851	4.98%	398,044	-3.59%
<b>April</b>	<b>376,535</b>	<b>371,087</b>	<b>-1.45%</b>	<b>353,260</b>	<b>-4.80%</b>
12 Month Ave	<b>364,950</b>	<b>380,577</b>	<b>4.28%</b>	<b>375,648</b>	<b>-1.30%</b>
Year-to-Date	<b>1,418,126</b>	<b>1,483,117</b>	<b>4.58%</b>	<b>1,458,789</b>	<b>-1.64%</b>
12 Month Averages					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	353,498	365,292	3.34%	380,971	4.29%
June	355,986	367,658	3.28%	380,587	3.52%
July	359,535	369,053	2.65%	377,901	2.40%
August	359,715	370,746	3.07%	379,287	2.30%
September	361,678	370,330	2.39%	380,824	2.83%
October	362,110	370,802	2.40%	377,858	1.90%
November	362,108	372,853	2.97%	379,418	1.76%
December	363,968	375,161	3.08%	377,675	0.67%
January	362,266	377,377	4.17%	379,003	0.43%
February	361,963	379,400	4.82%	378,367	-0.27%
March	363,621	381,031	4.79%	377,133	-1.02%
<b>April</b>	<b>364,950</b>	<b>380,577</b>	<b>4.28%</b>	<b>375,648</b>	<b>-1.30%</b>
Average Weekday Passengers					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	16,310	17,077	4.70%	16,949	-0.75%
June	16,110	16,876	4.75%	16,613	-1.56%
July	13,854	14,458	4.36%	13,990	-3.24%
August	12,742	13,653	7.15%	13,672	0.14%
September	16,792	16,818	0.15%	17,389	3.40%
October	17,290	18,135	4.89%	17,330	-4.44%
November	16,296	17,361	6.54%	17,059	-1.74%
December	15,248	16,372	7.37%	16,270	-0.62%
January	14,543	16,441	13.06%	16,566	0.76%
February	14,883	15,738	5.75%	15,676	-0.40%
March	16,442	16,674	1.41%	16,130	-3.26%
<b>April</b>	<b>15,604</b>	<b>16,039</b>	<b>2.79%</b>	<b>15,737</b>	<b>-1.88%</b>

## MTA Long Island Rail Road

## Revenue Passengers

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	7,250,532	7,262,655	0.17%	7,483,655	3.04%
June	7,509,011	7,777,803	3.58%	7,969,169	2.46%
July	7,626,108	7,873,688	3.25%	7,621,000	-3.21%
August	7,399,382	7,563,444	2.22%	7,940,051	4.98%
September	7,297,453	7,491,598	2.66%	7,589,091	1.30%
October	7,663,987	7,686,741	0.30%	7,553,444	-1.73%
November	6,681,433	7,027,591	5.18%	7,385,548	5.09%
December	7,587,185	7,760,262	2.28%	7,683,544	-0.99%
January	6,362,309	6,483,006	1.90%	6,958,391	7.33%
February	6,142,068	6,614,306	7.69%	6,522,399	-1.39%
March	7,384,700	7,757,041	5.04%	7,723,528	-0.43%
<b>April</b>	<b>7,313,844</b>	<b>7,271,823</b>	<b>-0.57%</b>	<b>7,158,667</b>	<b>-1.56%</b>
12 Month Ave	7,185,432	7,380,942	2.72%	7,465,707	1.15%
Year-to-Date	27,202,921	28,126,176	3.39%	28,362,984	0.84%

## 12 Month Averages

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	6,988,309	7,186,442	2.84%	7,399,358	2.96%
June	7,031,165	7,208,841	2.53%	7,415,306	2.86%
July	7,049,914	7,229,473	2.55%	7,394,248	2.28%
August	7,060,303	7,243,145	2.59%	7,425,632	2.52%
September	7,102,532	7,259,324	2.21%	7,433,757	2.40%
October	7,121,865	7,261,220	1.96%	7,422,649	2.22%
November	7,123,085	7,290,066	2.34%	7,452,478	2.23%
December	7,155,687	7,304,004	2.07%	7,445,973	1.94%
January	7,138,761	7,314,062	2.46%	7,485,588	2.35%
February	7,141,626	7,353,415	2.97%	7,477,930	1.69%
March	7,175,093	7,384,444	2.92%	7,475,137	1.23%
<b>April</b>	<b>7,185,432</b>	<b>7,380,942</b>	<b>2.72%</b>	<b>7,465,707</b>	<b>1.15%</b>

## Average Weekday Passengers

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	302,178	314,372	4.04%	311,313	-0.97%
June	308,600	310,718	0.69%	319,475	2.82%
July	302,669	312,440	3.23%	326,075	4.36%
August	302,316	308,139	1.93%	303,263	-1.58%
September	305,806	313,050	2.37%	318,591	1.77%
October	298,040	309,872	3.97%	315,279	1.74%
November	318,659	319,904	0.39%	323,360	1.08%
December	301,964	309,372	2.45%	318,908	3.08%
January	283,228	298,683	5.46%	304,399	1.91%
February	285,444	292,604	2.51%	301,738	3.12%
March	297,011	301,360	1.46%	300,813	-0.18%
<b>April</b>	<b>294,548</b>	<b>305,742</b>	<b>3.80%</b>	<b>310,565</b>	<b>1.58%</b>

## Metropolitan Transportation Authority

April

## MTA Metro-North Railroad

Revenue Passengers					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	7,169,671	7,181,256	0.16%	7,197,619	0.23%
June	7,360,103	7,606,986	3.35%	7,679,577	0.95%
July	7,520,253	7,647,375	1.69%	7,245,013	-5.26%
August	7,078,935	7,201,809	1.74%	7,444,260	3.37%
September	7,215,858	7,352,209	1.89%	7,268,718	-1.14%
October	7,653,001	7,667,660	0.19%	7,443,609	-2.92%
November	6,685,728	6,998,173	4.67%	7,235,466	3.39%
December	7,502,155	7,632,258	1.73%	7,416,173	-2.83%
January	6,304,068	6,468,097	2.60%	6,739,640	4.20%
February	5,972,025	6,443,054	7.89%	6,255,704	-2.91%
March	7,171,308	7,531,600	5.02%	7,308,653	-2.96%
<b>April</b>	<b>7,283,033</b>	<b>7,118,939</b>	<b>-2.25%</b>	<b>7,015,523</b>	<b>-1.45%</b>
12 Month Ave	7,076,345	7,237,451	2.28%	7,187,496	-0.69%
Year-to-Date	26,730,434	27,561,690	3.11%	27,319,520	-0.88%
12 Month Averages					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	6,923,546	7,077,310	2.22%	7,238,815	2.28%
June	6,945,597	7,097,884	2.19%	7,244,864	2.07%
July	6,963,937	7,108,477	2.08%	7,211,334	1.45%
August	6,959,493	7,118,717	2.29%	7,231,538	1.58%
September	6,995,304	7,130,079	1.93%	7,224,581	1.33%
October	7,017,863	7,131,301	1.62%	7,205,910	1.05%
November	7,018,320	7,157,338	1.98%	7,225,684	0.95%
December	7,054,927	7,168,180	1.61%	7,207,677	0.55%
January	7,036,412	7,181,849	2.07%	7,230,306	0.67%
February	7,037,082	7,221,102	2.61%	7,214,693	-0.09%
March	7,066,010	7,251,126	2.62%	7,196,114	-0.76%
<b>April</b>	<b>7,076,345</b>	<b>7,237,451</b>	<b>2.28%</b>	<b>7,187,496</b>	<b>-0.69%</b>
Average Weekday Passengers					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	291,057	294,073	1.04%	290,979	-1.05%
June	302,876	301,323	-0.51%	304,770	1.14%
July	296,775	297,811	0.35%	296,634	-0.40%
August	284,812	285,374	0.20%	283,532	-0.65%
September	298,002	298,666	0.22%	297,118	-0.52%
October	296,293	299,864	1.21%	298,985	-0.29%
November	299,951	300,366	0.14%	302,975	0.87%
December	295,383	296,167	0.27%	294,928	-0.42%
January	261,367	278,072	6.39%	280,517	0.88%
February	268,325	277,567	3.44%	279,953	0.86%
March	282,459	289,729	2.57%	281,323	-2.90%
<b>April</b>	<b>289,364</b>	<b>290,902</b>	<b>0.53%</b>	<b>292,374</b>	<b>0.51%</b>

## Metropolitan Transportation Authority

April

## East of Hudson

Revenue Passengers					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	7,028,443	7,038,334	0.14%	7,052,626	0.20%
June	7,213,680	7,450,980	3.29%	7,526,378	1.01%
July	7,366,433	7,490,170	1.68%	7,097,402	-5.24%
August	6,935,605	7,054,321	1.71%	7,288,957	3.33%
September	7,072,104	7,202,664	1.85%	7,123,553	-1.10%
October	7,499,635	7,513,131	0.18%	7,321,189	-2.55%
November	6,555,045	6,859,735	4.65%	7,104,082	3.56%
December	7,356,438	7,486,228	1.76%	7,280,396	-2.75%
January	6,173,389	6,340,920	2.71%	6,610,352	4.25%
February	5,849,842	6,313,644	7.93%	6,134,790	-2.83%
March	7,018,867	7,378,875	5.13%	7,162,514	-2.93%
<b>April</b>	<b>7,134,749</b>	<b>6,980,262</b>	<b>-2.17%</b>	<b>6,885,596</b>	<b>-1.36%</b>
12 Month Ave	6,933,686	7,092,439	2.29%	7,048,986	-0.61%
Year-to-Date	26,176,847	27,013,701	3.20%	26,793,252	-0.82%

12 Month Averages					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	6,789,411	6,934,510	2.14%	7,093,630	2.29%
June	6,810,598	6,954,285	2.11%	7,099,913	2.09%
July	6,828,091	6,964,597	2.00%	7,067,182	1.47%
August	6,823,090	6,974,490	2.22%	7,086,735	1.61%
September	6,857,510	6,985,370	1.86%	7,080,143	1.36%
October	6,878,995	6,986,494	1.56%	7,064,147	1.11%
November	6,878,852	7,011,885	1.93%	7,084,510	1.04%
December	6,914,593	7,022,701	1.56%	7,067,357	0.64%
January	6,895,858	7,036,662	2.04%	7,089,810	0.76%
February	6,896,125	7,075,312	2.60%	7,074,905	-0.01%
March	6,924,016	7,105,313	2.62%	7,056,875	-0.68%
<b>April</b>	<b>6,933,686</b>	<b>7,092,439</b>	<b>2.29%</b>	<b>7,048,986</b>	<b>-0.61%</b>

Average Weekday Passengers					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	284,329	286,935	0.92%	284,071	-1.00%
June	295,913	294,228	-0.57%	297,803	1.22%
July	289,768	290,649	0.30%	289,263	-0.48%
August	277,998	278,362	0.13%	276,763	-0.57%
September	291,153	291,542	0.13%	290,202	-0.46%
October	289,611	292,836	1.11%	293,166	0.11%
November	292,710	293,087	0.13%	296,403	1.13%
December	288,744	289,518	0.27%	288,459	-0.37%
January	254,821	271,386	6.50%	274,050	0.98%
February	261,911	271,103	3.51%	273,604	0.92%
March	275,526	283,078	2.74%	274,959	-2.87%
<b>April</b>	<b>282,620</b>	<b>284,305</b>	<b>0.60%</b>	<b>285,896</b>	<b>0.56%</b>

## Metropolitan Transportation Authority

April

## Harlem Line

Revenue Passengers					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	2,295,131	2,288,972	-0.27%	2,290,681	0.07%
June	2,337,339	2,416,982	3.41%	2,439,435	0.93%
July	2,363,438	2,406,276	1.81%	2,277,356	-5.36%
August	2,206,725	2,252,057	2.05%	2,348,207	4.27%
September	2,298,402	2,346,955	2.11%	2,333,897	-0.56%
October	2,465,785	2,472,035	0.25%	2,403,597	-2.77%
November	2,138,624	2,239,569	4.72%	2,322,328	3.70%
December	2,398,294	2,442,546	1.85%	2,378,417	-2.63%
January	2,040,760	2,098,696	2.84%	2,189,026	4.30%
February	1,931,569	2,097,939	8.61%	2,036,882	-2.91%
March	2,335,202	2,435,142	4.28%	2,398,995	-1.48%
<b>April</b>	<b>2,330,964</b>	<b>2,295,023</b>	<b>-1.54%</b>	<b>2,252,524</b>	<b>-1.85%</b>
12 Month Ave	2,261,853	2,316,016	2.39%	2,305,945	-0.43%
Year-to-Date	8,638,495	8,926,800	3.34%	8,877,427	-0.55%

12 Month Averages					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	2,235,878	2,261,340	1.14%	2,316,158	2.42%
June	2,243,604	2,267,976	1.09%	2,318,030	2.21%
July	2,246,354	2,271,546	1.12%	2,307,286	1.57%
August	2,244,017	2,275,324	1.40%	2,315,299	1.76%
September	2,252,109	2,279,370	1.21%	2,314,211	1.53%
October	2,254,562	2,279,891	1.12%	2,308,507	1.26%
November	2,252,719	2,288,303	1.58%	2,315,404	1.18%
December	2,260,621	2,291,991	1.39%	2,310,060	0.79%
January	2,252,664	2,296,819	1.96%	2,317,587	0.90%
February	2,250,445	2,310,683	2.68%	2,312,499	0.08%
March	2,259,602	2,319,011	2.63%	2,309,487	-0.41%
<b>April</b>	<b>2,261,853</b>	<b>2,316,016</b>	<b>2.39%</b>	<b>2,305,945</b>	<b>-0.43%</b>

Average Weekday Passengers					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	93,578	94,368	0.84%	93,217	-1.22%
June	96,687	96,266	-0.44%	97,395	1.17%
July	93,783	94,386	0.64%	94,149	-0.25%
August	89,396	89,923	0.59%	89,966	0.05%
September	95,338	95,719	0.40%	95,844	0.13%
October	95,720	97,017	1.35%	97,090	0.08%
November	96,470	96,730	0.27%	97,810	1.12%
December	94,891	95,346	0.48%	95,209	-0.14%
January	84,941	90,677	6.75%	91,492	0.90%
February	87,218	90,756	4.06%	91,541	0.87%
March	92,289	94,005	1.86%	92,571	-1.53%
<b>April</b>	<b>93,050</b>	<b>94,305</b>	<b>1.35%</b>	<b>94,501</b>	<b>0.21%</b>

## Metropolitan Transportation Authority

April

## Hudson Line

Revenue Passengers					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	1,381,606	1,381,366	-0.02%	1,397,282	1.15%
June	1,422,392	1,448,469	1.83%	1,460,876	0.86%
July	1,454,534	1,464,154	0.66%	1,402,439	-4.22%
August	1,381,075	1,397,488	1.19%	1,442,263	3.20%
September	1,402,529	1,420,180	1.26%	1,404,276	-1.12%
October	1,465,645	1,468,000	0.16%	1,453,574	-0.98%
November	1,271,965	1,317,990	3.62%	1,394,632	5.82%
December	1,419,350	1,438,103	1.32%	1,415,909	-1.54%
January	1,185,529	1,216,365	2.60%	1,286,721	5.78%
February	1,135,396	1,219,067	7.37%	1,206,479	-1.03%
March	1,370,062	1,433,576	4.64%	1,396,026	-2.62%
<b>April</b>	<b>1,397,902</b>	<b>1,363,513</b>	<b>-2.46%</b>	<b>1,372,524</b>	<b>0.66%</b>
12 Month Ave	1,357,332	1,380,689	1.72%	1,386,083	0.39%
Year-to-Date	5,088,889	5,232,521	2.82%	5,261,750	0.56%

12 Month Averages					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	1,318,854	1,357,312	2.92%	1,382,016	1.82%
June	1,323,190	1,359,485	2.74%	1,383,050	1.73%
July	1,332,378	1,360,287	2.09%	1,377,907	1.30%
August	1,333,039	1,361,655	2.15%	1,381,638	1.47%
September	1,338,663	1,363,126	1.83%	1,380,313	1.26%
October	1,340,144	1,363,322	1.73%	1,379,110	1.16%
November	1,339,396	1,367,157	2.07%	1,385,497	1.34%
December	1,353,046	1,368,720	1.16%	1,383,648	1.09%
January	1,349,340	1,371,290	1.63%	1,389,511	1.33%
February	1,349,447	1,378,262	2.14%	1,388,462	0.74%
March	1,356,219	1,383,555	2.02%	1,385,333	0.13%
<b>April</b>	<b>1,357,332</b>	<b>1,380,689</b>	<b>1.72%</b>	<b>1,386,083</b>	<b>0.39%</b>

Average Weekday Passengers					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	55,684	56,057	0.67%	55,964	-0.17%
June	58,063	56,988	-1.85%	57,586	1.05%
July	56,978	56,554	-0.74%	56,693	0.25%
August	55,092	54,834	-0.47%	54,558	-0.50%
September	57,423	57,125	-0.52%	56,935	-0.33%
October	56,450	56,955	0.89%	57,769	1.43%
November	56,666	56,152	-0.91%	57,969	3.24%
December	55,712	55,642	-0.12%	56,016	0.67%
January	48,922	51,994	6.28%	53,226	2.37%
February	50,800	52,341	3.03%	53,660	2.52%
March	53,704	54,932	2.29%	53,560	-2.50%
<b>April</b>	<b>55,226</b>	<b>55,404</b>	<b>0.32%</b>	<b>56,690</b>	<b>2.32%</b>

## New Haven Line

Revenue Passengers					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	3,351,706	3,367,996	0.49%	3,364,663	-0.10%
June	3,453,949	3,585,529	3.81%	3,626,067	1.13%
July	3,548,461	3,619,740	2.01%	3,417,607	-5.58%
August	3,347,805	3,404,776	1.70%	3,498,487	2.75%
September	3,371,173	3,435,529	1.91%	3,385,380	-1.46%
October	3,568,205	3,573,096	0.14%	3,464,018	-3.05%
November	3,144,456	3,302,176	5.02%	3,387,122	2.57%
December	3,538,794	3,605,579	1.89%	3,486,070	-3.31%
January	2,947,100	3,025,859	2.67%	3,134,605	3.59%
February	2,782,877	2,996,638	7.68%	2,891,429	-3.51%
March	3,313,603	3,510,157	5.93%	3,367,493	-4.06%
<b>April</b>	<b>3,405,883</b>	<b>3,321,726</b>	<b>-2.47%</b>	<b>3,260,548</b>	<b>-1.84%</b>
12 Month Ave	3,314,501	3,395,733	2.45%	3,356,957	-1.14%
Year-to-Date	12,449,463	12,854,380	3.25%	12,654,075	-1.56%
12 Month Averages					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	3,234,679	3,315,859	2.51%	3,395,456	2.40%
June	3,243,804	3,326,824	2.56%	3,398,834	2.16%
July	3,249,359	3,332,763	2.57%	3,381,989	1.48%
August	3,246,034	3,337,511	2.82%	3,389,799	1.57%
September	3,266,738	3,342,874	2.33%	3,385,620	1.28%
October	3,284,288	3,343,282	1.80%	3,376,530	0.99%
November	3,286,737	3,356,425	2.12%	3,383,609	0.81%
December	3,300,926	3,361,990	1.85%	3,373,650	0.35%
January	3,293,854	3,368,554	2.27%	3,382,712	0.42%
February	3,296,233	3,386,367	2.73%	3,373,944	-0.37%
March	3,308,195	3,402,747	2.86%	3,362,056	-1.20%
<b>April</b>	<b>3,314,501</b>	<b>3,395,733</b>	<b>2.45%</b>	<b>3,356,957</b>	<b>-1.14%</b>
Average Weekday Passengers					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	135,067	136,510	1.07%	134,891	-1.19%
June	141,163	140,974	-0.13%	142,822	1.31%
July	139,007	139,710	0.51%	138,421	-0.92%
August	133,509	133,604	0.07%	132,239	-1.02%
September	138,392	138,697	0.22%	137,423	-0.92%
October	137,441	138,865	1.04%	138,307	-0.40%
November	139,574	140,206	0.45%	140,624	0.30%
December	138,141	138,530	0.28%	137,234	-0.94%
January	120,958	128,715	6.41%	129,332	0.48%
February	123,893	128,006	3.32%	128,403	0.31%
March	129,533	134,141	3.56%	128,829	-3.96%
<b>April</b>	<b>134,344</b>	<b>134,596</b>	<b>0.19%</b>	<b>134,704</b>	<b>0.08%</b>



## Metropolitan Transportation Authority

April

## West of Hudson

## Revenue Passengers

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	141,228	142,922	1.20%	144,993	1.45%
June	146,423	156,006	6.54%	153,199	-1.80%
July	153,820	157,205	2.20%	147,611	-6.10%
August	143,330	147,488	2.90%	155,303	5.30%
September	143,754	149,545	4.03%	145,165	-2.93%
October	153,366	154,529	0.76%	122,420	-20.78%
November	130,683	138,438	5.93%	131,384	-5.10%
December	145,717	146,030	0.21%	135,777	-7.02%
January	130,679	127,177	-2.68%	129,288	1.66%
February	122,183	129,410	5.91%	120,914	-6.57%
March	152,441	152,725	0.19%	146,139	-4.31%
<b>April</b>	<b>148,284</b>	<b>138,677</b>	<b>-6.48%</b>	<b>129,927</b>	<b>-6.31%</b>
12 Month Ave	142,659	145,013	1.65%	138,510	-4.48%
Year-to-Date	553,587	547,989	-1.01%	526,268	-3.96%

## 12 Month Averages

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	134,136	142,800	6.46%	145,185	1.67%
June	134,998	143,599	6.37%	144,951	0.94%
July	135,847	143,881	5.91%	144,152	0.19%
August	136,403	144,227	5.74%	144,803	0.40%
September	137,793	144,710	5.02%	144,438	-0.19%
October	138,869	144,807	4.28%	141,762	-2.10%
November	139,469	145,453	4.29%	141,175	-2.94%
December	140,334	145,479	3.67%	140,320	-3.55%
January	140,554	145,187	3.30%	140,496	-3.23%
February	140,957	145,790	3.43%	139,788	-4.12%
March	141,994	145,813	2.69%	139,239	-4.51%
<b>April</b>	<b>142,659</b>	<b>145,013</b>	<b>1.65%</b>	<b>138,510</b>	<b>-4.48%</b>

## Average Weekday Passengers

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	6,728	7,138	6.09%	6,908	-3.22%
June	6,964	7,095	1.88%	6,967	-1.80%
July	7,008	7,162	2.20%	7,371	2.92%
August	6,814	7,012	2.91%	6,769	-3.47%
September	6,849	7,124	4.02%	6,916	-2.92%
October	6,682	7,028	5.18%	5,819	-17.20%
November	7,241	7,279	0.52%	6,572	-9.71%
December	6,639	6,649	0.15%	6,469	-2.71%
January	6,546	6,686	2.14%	6,467	-3.28%
February	6,414	6,464	0.78%	6,349	-1.78%
March	6,933	6,651	-4.07%	6,364	-4.32%
<b>April</b>	<b>6,744</b>	<b>6,597</b>	<b>-2.18%</b>	<b>6,478</b>	<b>-1.80%</b>

## Metropolitan Transportation Authority

April

## Port Jervis Line

## Revenue Passengers

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	85,895	86,116	0.26%	86,106	-0.01%
June	87,459	92,381	5.63%	89,903	-2.68%
July	93,470	93,755	0.30%	87,847	-6.30%
August	86,344	88,786	2.83%	92,440	4.12%
September	86,526	89,066	2.94%	87,499	-1.76%
October	93,068	93,069	0.00%	76,555	-17.74%
November	78,265	82,436	5.33%	79,739	-3.27%
December	87,965	86,298	-1.90%	81,677	-5.35%
January	77,335	74,238	-4.00%	76,900	3.59%
February	72,288	76,153	5.35%	71,715	-5.83%
March	89,367	90,131	0.85%	85,896	-4.70%
<b>April</b>	<b>88,480</b>	<b>82,641</b>	<b>-6.60%</b>	<b>77,524</b>	<b>-6.19%</b>
12 Month Ave	85,539	86,256	0.84%	82,817	-3.99%
Year-to-Date	327,470	323,163	-1.32%	312,035	-3.44%

## 12 Month Averages

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	82,947	85,557	3.15%	86,255	0.82%
June	83,283	85,967	3.22%	86,049	0.09%
July	83,465	85,991	3.03%	85,556	-0.51%
August	83,228	86,194	3.56%	85,861	-0.39%
September	83,719	86,406	3.21%	85,730	-0.78%
October	84,226	86,406	2.59%	84,354	-2.38%
November	84,467	86,754	2.71%	84,129	-3.03%
December	84,861	86,615	2.07%	83,744	-3.31%
January	84,841	86,357	1.79%	83,966	-2.77%
February	84,908	86,679	2.09%	83,596	-3.56%
March	85,316	86,742	1.67%	83,243	-4.03%
<b>April</b>	<b>85,539</b>	<b>86,256</b>	<b>0.84%</b>	<b>82,817</b>	<b>-3.99%</b>

## Average Weekday Passengers

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	4,092	4,300	5.07%	4,103	-4.58%
June	4,159	4,202	1.04%	4,089	-2.69%
July	4,260	4,273	0.31%	4,386	2.64%
August	4,104	4,221	2.85%	4,030	-4.52%
September	4,123	4,243	2.91%	4,169	-1.74%
October	4,056	4,233	4.36%	3,638	-14.06%
November	4,335	4,334	-0.02%	3,989	-7.96%
December	4,008	3,930	-1.95%	3,892	-0.97%
January	3,875	3,902	0.70%	3,847	-1.41%
February	3,793	3,803	0.26%	3,763	-1.05%
March	4,065	3,926	-3.42%	3,742	-4.69%
<b>April</b>	<b>4,024</b>	<b>3,931</b>	<b>-2.31%</b>	<b>3,863</b>	<b>-1.73%</b>

## Metropolitan Transportation Authority

April

## Pascack Valley Line

Revenue Passengers					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	55,333	56,806	2.66%	58,887	3.66%
June	58,964	63,625	7.90%	63,296	-0.52%
July	60,350	63,450	5.14%	59,764	-5.81%
August	56,986	58,702	3.01%	62,863	7.09%
September	57,228	60,479	5.68%	57,666	-4.65%
October	60,298	61,460	1.93%	45,865	-25.37%
November	52,418	56,002	6.84%	51,645	-7.78%
December	57,752	59,732	3.43%	54,100	-9.43%
January	53,344	52,939	-0.76%	52,388	-1.04%
February	49,895	53,257	6.74%	49,199	-7.62%
March	63,074	62,594	-0.76%	60,243	-3.76%
April	59,804	56,036	-6.30%	52,403	-6.48%
12 Month Ave	57,121	58,757	2.86%	55,693	-5.21%
Year-to-Date	226,117	224,826	-0.57%	214,233	-4.71%
12 Month Averages					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	51,189	57,243	11.83%	58,930	2.95%
June	51,716	57,632	11.44%	58,903	2.21%
July	52,382	57,890	10.52%	58,596	1.22%
August	53,175	58,033	9.14%	58,942	1.57%
September	54,074	58,304	7.82%	58,708	0.69%
October	54,643	58,401	6.88%	57,408	-1.70%
November	55,001	58,699	6.72%	57,045	-2.82%
December	55,473	58,864	6.11%	56,576	-3.89%
January	55,713	58,831	5.60%	56,530	-3.91%
February	56,049	59,111	5.46%	56,192	-4.94%
March	56,678	59,071	4.22%	55,996	-5.21%
April	57,121	58,757	2.86%	55,693	-5.21%
Average Weekday Passengers					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	2,636	2,838	7.67%	2,805	-1.16%
June	2,805	2,893	3.14%	2,878	-0.52%
July	2,748	2,889	5.14%	2,985	3.32%
August	2,710	2,791	2.99%	2,739	-1.86%
September	2,726	2,881	5.69%	2,747	-4.65%
October	2,626	2,795	6.44%	2,181	-21.97%
November	2,906	2,945	1.34%	2,583	-12.29%
December	2,631	2,719	3.34%	2,577	-5.22%
January	2,671	2,784	4.23%	2,620	-5.89%
February	2,621	2,661	1.53%	2,586	-2.82%
March	2,868	2,725	-4.99%	2,622	-3.78%
April	2,720	2,666	-1.99%	2,615	-1.91%

## MTA Bridges &amp; Tunnels

Revenue Vehicles					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	25,668,919	26,520,622	3.32%	27,041,559	1.96%
June	25,374,933	26,140,659	3.02%	27,281,473	4.36%
July	25,435,425	26,900,933	5.76%	27,279,840	1.41%
August	25,951,945	27,179,957	4.73%	27,620,446	1.62%
September	24,481,160	25,176,781	2.84%	26,043,256	3.44%
October	25,189,827	26,221,062	4.09%	26,022,431	-0.76%
November	23,361,017	24,793,552	6.13%	25,130,058	1.36%
December	24,182,522	25,385,215	4.97%	25,273,158	-0.44%
January	20,983,289	22,206,860	5.83%	23,452,652	5.61%
February	19,983,679	22,379,445	11.99%	21,598,085	-3.49%
March	23,836,645	25,678,007	7.72%	24,579,095	-4.28%
<b>April</b>	<b>24,825,057</b>	<b>25,460,062</b>	<b>2.56%</b>	<b>25,334,978</b>	<b>-0.49%</b>
12 Month Ave	24,110,851	25,339,651	5.10%	25,554,753	0.85%
Year-to-Date	89,628,670	95,724,374	6.80%	94,964,810	-0.79%
12 Month Averages					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	23,560,811	24,181,827	2.64%	25,383,063	4.97%
June	23,613,806	24,245,637	2.68%	25,478,131	5.08%
July	23,659,548	24,367,763	2.99%	25,509,706	4.69%
August	23,685,826	24,470,097	3.31%	25,546,414	4.40%
September	23,741,750	24,528,065	3.31%	25,618,620	4.45%
October	23,754,487	24,614,344	3.62%	25,601,725	4.01%
November	23,771,189	24,731,699	4.04%	25,628,481	3.63%
December	23,868,075	24,831,676	4.04%	25,618,050	3.17%
January	23,887,740	24,933,640	4.38%	25,721,866	3.16%
February	23,994,571	25,133,288	4.75%	25,656,752	2.08%
March	24,028,328	25,286,734	5.24%	25,565,176	1.10%
<b>April</b>	<b>24,110,851</b>	<b>25,339,651</b>	<b>5.10%</b>	<b>25,554,753</b>	<b>0.85%</b>
Average Weekday Passengers					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
May	849,333	880,801	3.71%	897,859	1.94%
June	850,160	884,039	3.99%	921,464	4.23%
July	846,651	887,418	4.82%	907,622	2.28%
August	856,625	884,166	3.22%	900,785	1.88%
September	834,545	852,788	2.19%	889,931	4.36%
October	824,083	862,734	4.69%	866,829	0.47%
November	810,122	853,314	5.33%	861,615	0.97%
December	809,947	844,618	4.28%	858,227	1.61%
January	709,750	790,094	11.32%	807,271	2.17%
February	752,873	803,140	6.68%	801,568	-0.20%
March	790,371	845,050	6.92%	811,561	-3.96%
<b>April</b>	<b>837,547</b>	<b>864,797</b>	<b>3.25%</b>	<b>869,761</b>	<b>0.57%</b>

# Fuel Hedge Program

# Current ULSD Hedges

Date	Gallons Hedged	Percent of Expected Gallons Purchased	Weighted Average Hedge Price for each Month	2016 Adopted Budget (February Plan) Forecasted Commodity Price	2017 Adopted Budget (February Plan) Forecasted Commodity Price
June-17	3,035,691	50	1.57	1.84	1.58
July-17	3,155,709	52	1.54	1.84	1.58
August-17	3,080,564	49	1.54	1.84	1.58
September-17	2,989,641	50	1.53	1.84	1.58
October-17	2,979,315	51	1.52	1.84	1.58
November-17	2,720,113	50	1.53	1.84	1.58
December-17	2,855,312	51	1.55	1.84	1.58
January-18	2,796,239	50	1.59	2.10	1.66
February-18	2,791,133	50	1.62	2.10	1.66
March-18	2,959,365	50	1.64	2.10	1.66
April-18	2,865,517	50	1.64	2.10	1.66
May-18	2,901,106	50	1.64	2.10	1.66
June-18	2,802,143	46	1.64	2.10	1.66
July-18	2,533,786	42	1.65	2.10	1.66
August-18	2,355,108	37	1.66	2.10	1.66
September-18	2,008,960	33	1.66	2.10	1.66
October-18	1,689,118	29	1.67	2.10	1.66
November-18	1,347,547	25	1.67	2.10	1.66
December-18	1,172,956	21	1.65	2.10	1.66
January-19	931,930	17	1.62	2.33	1.75
February-19	697,615	12	1.60	2.33	1.75
March-19	493,030	8	1.60	2.33	1.75
April-19	238,582	4	1.61	2.33	1.75

# Annual Impact as of June 2, 2017

	(\$ in millions)		
	<u>2017</u>	<u>2018</u>	<u>2019</u>
<b><u>Ultra Low Sulfur Diesel</u></b>			
Current Prices vs. 2017 Adopted Budget	\$3.032	\$7.646	\$11.180
Impact of Hedge	<u>(3.314)</u>	<u>(3.715)</u>	<u>(0.078)</u>
<b>Net Impact: Fav/(Unfav)</b>	(\$0.282)	\$3.932	\$11.102
 <b><u>Compressed Natural Gas</u></b>			
Current Prices vs. 2017 Adopted Budget	\$9.550	\$2.018	\$4.068
Impact of Hedge	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>
<b>Net Impact: Fav/(Unfav)</b>	\$9.550	\$2.018	\$4.068
 <b><u>Summary</u></b>			
Current Prices vs. 2017 Adopted Budget	\$12.582	\$9.665	\$15.248
Impact of Hedge	<u>(3.314)</u>	<u>(3.715)</u>	<u>(0.078)</u>
<b>Net Impact: Fav/(Unfav)</b>	\$9.269	\$5.950	\$15.170

**JUNE 2017**  
**MTA REAL ESTATE**  
**FINANCE COMMITTEE AGENDA ITEMS**

**1. ACTION ITEMS**

**MTA METRO NORTH RAILROAD**

- a. License agreement with Philipstown Depot Theater Inc. for use and maintenance of property on the Hudson Line adjacent to the former Garrison station building in Garrison, New York
- b. Sublease with the Town of Fishkill for the construction, operation and maintenance of a pedestrian trail along the Hudson Line adjacent to the Breakneck Station in Fishkill, New York

**MTA LONG ISLAND RAIL ROAD**

- c. License agreement with Levittown Fire District for parking on non-operating right-of-way in Levittown
- d. Temporary parking agreements to facilitate shuttle bus service to and from New York during Amtrak emergency repairs (**walk-in**)

**2. INFORMATION ITEMS**

- a. Status report on month-to-month licenses
- b. Status report on Grand Central Terminal Vanderbilt Hall events
- c. Status report on Grand Central Terminal Graybar Passage retail kiosks
- d. Permit with Dia Art Foundation for short term use of a portion of Metro-North's Beacon Station parking facility
- e. Permit with Premium Outlet Partners for short term use of a portion of Metro-North's Harriman Station parking facility



<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 as SIR).*

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

# **MTA METRO NORTH RAILROAD**

# Staff Summary

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

Date <b>JUNE 19, 2017</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Metro-North Committee	6/19/17		X	
2	Finance Committee	6/19/17	X		
3	Board	6/21/17	X		

Internal Approvals			
Order	Approval	Order	Approval
		1	Legal <i>HJ</i>
3	Chief of Staff <i>DMC</i>		
2	Chief Financial Officer <i>BA</i>		

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

LICENSEE: Philipstown Depot Theatre Inc. ("PDT")

LOCATION: Hudson Line right-of-way adjacent to 10 Garrison's Landing, Garrison, NY 10524 ("the Property")

PROPERTY: Approximately 4,500 square feet

ACTION REQUESTED: Approval of terms

TERM: 5 years with two 5 year options thereafter

TERMINATION: Terminable at will upon 60 days' notice, without compensation

COMPENSATION: \$100.00 annually plus performance of \$63,339 in surface, drainage and lighting improvements

## COMMENTS:

The Philipstown Depot Theatre Inc. is community-based performing arts center that connects families and individuals in the Hudson River Valley with affordable theater, music and films. PDT is the current tenant of the former Garrison Station building ("the Building"), which was sold in 1962 by Metro-North's predecessor to Garrison Landing Association. PDT has requested authorization to use and make improvements to the former platform area behind the Building that is controlled by Metro-North pursuant to the Harlem-Hudson lease. The Property is situated at the rear of the Building and is not accessible for use by any other entity. PDT proposes to use it as an outdoor plaza ancillary to its use of the Building.

The Property currently consists of uneven and broken concrete and is not used by Metro-North. PDT will resurface the Property, improve its drainage and install new lighting around its perimeter, at a cost to PDT of approximately \$63,339. This project will address potential slip/trip/fall issues at the Property and Metro-North will benefit from the improvements, maintenance, insurance and indemnification provided by PDT.

In accordance with MTA Real Estate's Policies and Procedures for the Licensing of Real Property, no request for proposals is required for two reasons, first, because (apart from Metro-North) only a single adjacent owner can make use of the Property and, in addition, because it is to be licensed to a nonprofit for beautification purposes. Additionally, the license agreement will be terminable by Metro-North on 60 days' notice, with or without cause, for any or no reason and without repayment of any unamortized tenant improvement costs or any other financial penalty.


# Staff Summary

## **FINANCE COMMITTEE MEETING Phillipstown Depot Theatre Inc. (Cont'd.)**

MTA Real Estate's independent consultant has estimated the fair market rental value of the Property to be \$4,500 annually. The compensation is slightly below estimated fair market rental value over the proposed 15 year term (assuming that both renewal options are exercised and the license agreement is not sooner terminated), but is acceptable recognizing that such fair market rental value may not be obtainable in the case of a license subject to termination on short notice as described above.




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

# Staff Summary

Subject <b>SUBLEASE</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JEFFREY B. ROSEN</b>
Department Head Signature 
Project Manager Name <b>DAVID ROTH</b>

Date <b>JUNE 19, 2017</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Metro-North Committee	6/19/17		X	
2	Finance Committee	6/19/17	X		
3	Board	6/21/17	X		

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

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

SUBLESSEE: Town of Fishkill (the "Town")

LOCATION: Hudson Line adjacent to the New York State Parks Breakneck Ridge Trail, New York State Route 9D and Metro-North's Breakneck Station.

USE: Construction, operation and maintenance of a multi-use recreational trail

SPACE: 3.15± acres

ACTION REQUESTED: Approval of terms

TERM: 257 years, to expire February 27, 2274, one day prior to expiration of MTA's lease of the Harlem and Hudson Lines. (The Town's funding is predicated upon it receiving a long term sublease versus a license)

TERMINATION: Should Metro-North require the Location for a transportation or other corporate purpose the sublease will be terminable upon not less than 60 days' prior written notice to the Town

ASSIGNMENT: The Town may not transfer or assign the sublease to any private entity

APPRAISED VALUE: \$8,400.00 (valued as a sale of the fee interest)

COMPENSATION: Construction of two new mini high-level platforms and appurtenances to subsequently be maintained by Metro-North, the cost of which is estimated to be \$200,000

## COMMENTS:

The Town has requested use of a portion of Metro-North's property to construct, operate and maintain a multi-use trail of approximately three-quarters of a mile (the "Trail"), located between New York State Route 9D and Metro North's Hudson Line. The Trail will run from the New York State Parks' Breakneck Ridge Trailhead, located proximate to the Route 9D tunnel, north to the pedestrian overpass that provides access to the inbound side of Metro-North's Breakneck Ridge Station. The Trail is referred to by the parties as the "Breakneck Connector" and is the first segment to be constructed of the proposed 7-mile Hudson Highlands Fjord Trail (the "Fjord Trail"). The Fjord Trail will start at the Village of Cold Spring and end in the City of Beacon. Metro-North has been working with the Town and other sponsors of the Trail to progress its development in a way that encourages security and safety, and protects Metro-North's interests. The other segments of the Fjord Trail are still in the planning stages and design concepts have not yet been presented to Metro-North for review or comment.



# Staff Summary

## FINANCE COMMITTEE MEETING Town of Fishkill (Cont'd.)

Breakneck Ridge has drawn a growing number of visitors each year. A majority of such visitors drive to Breakneck Ridge and struggle with the limited available parking capacity. However, convenient location of the Metro-North station provides an attractive alternative to driving and as a result, Metro-North has experienced an increased number passengers each year to its Breakneck Ridge Station. Metro-North has increased the frequency of weekend service to the station to accommodate the demand.

Currently, boarding passengers use low-level platforms, requiring conductors to open a trap and expose stairs used to access the platforms. A dirt path connects the station's outbound platform to Route 9D, while a pedestrian overpass connects passengers from the inbound platform to another dirt path that leads to Route 9D. From there, visitors use a combination of informal pathways and the shoulder area of Route 9D to get to and from the Breakneck Ridge Trailhead. This arrangement poses a safety risk, as does the current use of makeshift parking areas on Metro-North's property that fronts Route 9D.

The Trail will provide a direct connection from the trailhead to the station in a manner that is separate and protected from vehicular traffic on Route 9D. In addition, fencing will be placed along all at-grade portions of the Trail (and where the path is elevated, the Trail will have a railing) to discourage trespassing onto Metro-North's right-of-way. The current low-level platforms on Metro-North Property will be replaced with mini high-level platforms with ADA accessible ramps. A newly designed parking lot for visitor and emergency vehicle parking will be constructed so it maintains an existing Metro-North access point for maintenance vehicles. Along Route 9D, formalized parallel parking spaces will be created, as well as safety measures for visitors crossing the road. And a "welcome center" will be built at the trailhead and new trailhead information signs will be installed. The Town may issue permit(s), subject to Metro-North's approval, for mobile vendor(s) to provide limited customer amenities such as food and drink at the Trail.

The Town, through its own bidding process, will procure a construction firm to construct the two new mini high-level platforms and appurtenances, as described above, and to fund its estimated \$200,000 construction cost. The Town will also be responsible for the long-term operation and maintenance of the Trail; however, Metro-North will own and be responsible for the maintenance of the mini high-level platforms post-construction.

The fair market value of the Trail (as though a fee interest were being transferred) as determined by MTA Real Estate's independent appraiser is less than \$15,000 and, therefore, pursuant to Public Authorities Law Section 2897, disposition of the same may be by negotiation and no "explanatory statement" is required.

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

# **MTA LONG ISLAND RAIL ROAD**

# Staff Summary

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

Date
<b>JUNE 19, 2017</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	6/19/17	X		
2	Board	6/21/17	X		

Internal Approvals			
Order	Approval	Order	Approval
		1	Legal <i>HE</i>
3	Chief of Staff <i>AME</i>		
2	Chief Financial Officer <i>FO</i>		

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

LICENSEE: Levittown Fire District ("District")

LOCATION: Adjacent to Levittown Fire House, Hickory Lane, Levittown, Nassau County, NY

ACTIVITY: Parking

ACTION REQUESTED: Approval of terms

TERM: 5 years

SPACE: Approximately 7,020 s/f

COMPENSATION: \$1 payment waived

## COMMENTS:

The Board of Fire Commissioners/Levittown Fire District has requested to renew its occupancy of the non-operating LIRR ROW located adjacent to the District's Fire House. The property is used for parking of its vehicles and occasional fund-raising events for support of the Fire Department. The property has very limited use except for the Fire Department, particularly since it has LIPA high tension towers situated on it.

The District will be responsible for maintaining the site, thus eliminating any LIRR responsibilities and will provide the required insurance and indemnification, at its sole cost and expense. LIRR, LIPA and other third parties will have access to the property for the purposes of installing and maintaining existing and future aerial and underground utilities.

The District was established under a resolution with the Town of Hempstead in 1950. It is funded by taxpayer dollars and is under the mandated New York State 2% tax cap limiting the amount of money by which it can increase its budget in any given year. This limits their funding to pay for use of the property. Additionally, members are volunteers who provide vital life-saving services on a 24 hour, seven days a week basis to the community.

The license agreement is terminable by LIRR on 60 days notice, with or without cause, for any or no reason and without payment of any unamortized licensee improvement costs or any other financial penalty. As such it is governed by the MTA Real Estate Department Policies and Procedures for the Licensing of Real Property. No request for proposals is required because the property is being licensed to the Levittown Fire District which is an extension of the local municipality, the Town of Hempstead.

Based on the forgoing, MTA Real Estate requests authorization to enter into a license agreement with the Levittown Fire District on the above described terms and conditions.



# **INFORMATION ITEMS**

# Memorandum



## Metropolitan Transportation Authority

State of New York

Date June 19, 2017

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: MAY 2017**

AGENCY	LOCATION (STATION)	TENANT/USE	SF	DATE OF AGREEMENT	MONTHLY COMPENSATION	COMMENT
1. MNR	Grand Central Terminal	Grand Central Coffee Corp., d/b/a Irving Farm	253	February 2013	\$9,966	RFP issued, new lease in negotiation. Anticipate termination of this mtm agreement in 2017
2. MNR	Grand Central Terminal	Hudson News	1191	January 2010	\$5,000	Special site conditions require interim tenancy (East Side Access) Anticipate termination of this mtm agreement in 2017
3. MNR	Croton Harmon Station	Dry Cleaning Drop Off	714	August 2013	\$975.11	To be publicly offered in 2017
4. MNR	Grand Central Terminal	Jet Set Candy	225	June 15, 2017	\$10,000	GCT Development plans to maintain this space as a "pop-up" for the immediate future.
5. MNR	Grand Central Terminal	Moleskine	316	September 1, 2015	\$15,000	To be publicly offered in 2017
6. NYCT	Church Avenue, Nostrand Line, Brooklyn	Mahabubar Rahman/Newsstand	120	September 2015	\$2,500	NYCT requires this location to accommodate facilities expansion planned for the end of 2017.

# Memorandum



## Metropolitan Transportation Authority

State of New York

Date June 19, 2017

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.

**JUNE 2017 Event Forecast**

<b>Event</b>	<b>Date</b>	<b>Description</b>	<b>Space</b>	<b>Use</b>
Zaro's	6/8	A large public event to celebrate Zaro's 40 years at Grand Central Terminal	Vanderbilt Hall	Public
MNR Safety	6/13	As per Liz Rivera	Vanderbilt Hall	Private
WFAN	6/22	WFAN radio with live broadcasts all day	Vanderbilt Hall	Public

# Memorandum



## Metropolitan Transportation Authority

State of New York

Date June 19, 2017

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 June 2017**

<b>Licensee</b>	<b>License Dates</b>	<b>Use</b>	<b>Monthly Compensation</b>
Secure Identity LLC d/b/a Clear	5/1/2017-7/31/2017	Retail sale of prescreening subscription service	5/1/2017 \$3100 6/1/2017 \$3100 7/1/2017 \$3100
Innasense Designs	5/1/2017-7/31/2017	Retail sale of licensee produced jewelry	5/1/2017 \$3100 6/1/2017 \$3100 7/1/2017 \$3100
Victoria Bekerman Designs	5/1/2017-7/31/2017	Retail sale of licensee produced jewelry	5/1/2017 \$3100 6/1/2017 \$3100 7/1/2017 \$3100
Saskia de Vries Designs	5/1/2017-7/31/2017	Retail sale of licensee produced jewelry	5/1/2017 \$3100 6/1/2017 \$3100 7/1/2017 \$3100
Judith Haas Designs	5/1/2017-7/31/2017	Retail sale of licensee produced jewelry and artwork	5/1/2017 \$3100 6/1/2017 \$3100 7/1/2017 \$3100

# Staff Summary

Subject
<b>PERMIT TO ENTER</b>
Department
<b>REAL ESTATE</b>
Department Head Name
<b>JEFFREY B. ROSEN</b>
Department Head Signature
Project Manager Name
<b>DAVID ROTH</b>

Date
<b>JUNE 19, 2017</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	6/19/17		X	

Internal Approvals			
Order	Approval	Order	Approval

## Narrative

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

PERMITTEE: Dia Art Foundation ("Dia")

LOCATION: Beacon Station Parking Facility, Beacon, New York

ACTIVITY: Parking of guests' vehicles with shuttle bus service access

TERM: Saturday, May 6, 2017, from 10:00 am to 7:00 pm

SPACE: Lot 1 of the Beacon Station Parking Facility

COMPENSATION: One dollar, payment waived

COMMENTS:

Pursuant to Board policy governing short-term licensing of railroad facilities for municipal and not-for-profit activities, Dia was granted permission to use part of the Beacon Station Parking Facility, from 10:00 am to 7:00 pm on Saturday, May 6, 2017. The purpose was to accommodate overflow parking in connection with a one-day event at Dia's Beacon facility. The permit also allowed Dia's shuttle bus to access the lot and bring guests to and from the event. Dia had use of approximately 100 parking spaces.

MTA-Legal approved the permit as to form, and Dia provided the appropriate insurance coverages and indemnification.



# Staff Summary

Subject <b>PERMIT FOR EVENT PARKING</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JEFFREY B. ROSEN</b>
Department Head Signature
Project Manager Name <b>DAVID ROTH</b>

Date <b>JUNE 19, 2017</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	6/19/17		X	

Internal Approvals			
Order	Approval	Order	Approval

AGENCY: Metro-North Commuter Railroad Company ("Metro-North")

PERMITTEE: Premium Outlet Partners, L.P.

LOCATION: Harriman Station Parking Facility

ACTIVITY: Parking for Permittee's employees during Memorial Day weekend shopping event

TERM: Saturday, May 27, Sunday, May 28 and Monday, May 29, 2017

SPACE: Up to 700 spaces at the Harriman station parking facility

COMPENSATION: \$6,900

## COMMENTS:

Pursuant to the Board policy governing temporary use of station parking facilities by for-profit corporations in connection with short-term parking activities, the Permittee, which owns the Woodbury Common outlet mall, was granted permission to use up to 700 spaces at the Location during Memorial Day Weekend and to operate a shuttle bus for its employees.

Compensation calculated pursuant to the aforementioned Board policy.

MTA Legal approved the Permit as to form and Permittee provided appropriate insurance coverage and indemnification.