



Metropolitan Transportation Authority

Finance Committee Meeting February 2018

Committee Members

L. Schwartz, Chair

F. Ferrer, Vice Chair

N. Brown*

I. Greenberg*

D. Jones

C. Moerdler

J. Molloy

M. Pally

S. Rechler

P. Trottenberg

V. Vanterpool

J. Vitiello

P. Ward

C. Weisbrod

C. Wortendyke

N. Zuckerman

Finance Committee Meeting

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

**Tuesday, 2/20/2018
12:15 - 1:30 PM ET**

1. PUBLIC COMMENTS PERIOD

2. APPROVAL OF MINUTES – JANUARY 22, 2018

Finance Committee Minutes - Page 4

3. 2018 COMMITTEE WORK PLAN

2018 Work Plan - Page 14

4. BUDGETS/CAPITAL CYCLE

BudgetWatch (Handout)

Finance Watch

Finance Watch - Page 22

5. MTA HEADQUARTERS & ALL-AGENCY ITEMS

Action Items

MTA 2018 Budget Staff Summary (2018-2021 Financial Plan Available the Exhibit Book and MTA.Info) - Page 34

2017 B&T Operating Surplus - Page 47

Mortgage Recording Tax - Escalation Payments to Dutchess, Orange and Rockland Counties - Page 60

Procurements

MTAHQ Procurement Report - Page 62

MTAHQ Competitive Procurements - Page 64

MTAHQ Procurement Ratifications - Page 76

6. METRO-NORTH RAILROAD & LONG ISLAND RAIL ROAD

LIRR Action Item - Page 82

MNR & LIRR Procurements - Page 84

7. NEW YORK CITY TRANSIT, and MTA BUS OPERATIONS

NYCT Procurement - Page 90

8. BRIDGES AND TUNNELS

B & T Procurements - Page 94

9. FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY (No Items)

10. MTA CONSOLIDATED REPORTS

Statement of Operations - Page 96

Overtime - Page 104

Subsidies - Page 108

Debt Service - Page 116

Positions - Page 118

Farebox Operating and Recovery Ratios - Page 121

MTA Ridership - Page 122

Fuel Hedge Program - Page 146

11. REAL ESTATE AGENDA

Action Items

Real Estate Action Items - Page 150

Report and Information Items

Real Estate Info Items - Page 154

Date of next meeting: March 19th @ 12:45pm

Minutes of the MTA Finance Committee Meeting
January 22, 2018
2 Broadway, 20th Floor Board Room
New York, NY 10004
Scheduled 12:45 PM

The following Finance Committee Members attended:

Hon. Fernando Ferrer, Vice Chair
Hon. Norman E. Brown
Hon. Ira Greenberg
Hon. David R. Jones
Hon. Charles G. Moerdler
Hon. John J. Molloy
Hon. Mitchell H. Pally
Hon. Veronica Vanterpool
Hon. Carl Weisbrod

The following Finance Committee Members did not attend:

Hon. Lawrence Schwartz, Chair
Hon. Scott Rechler
Hon. Polly Trottenberg
Hon. James E. Vitiello
Hon. Peter Ward
Hon. Carl V. Wortendyke
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
Patrick McCoy
David Ross
David Florio

Vice Chair Ferrer called the January 22, 2018 meeting of the Finance Committee to order at 3:24 PM.

I. Public Comments

There were three public speakers. Mr. Murray Bodin discussed items related to his prior comments to the Board and the implementation of Positive Train Control (PTC), including his views that newer technologies should be implemented instead and that funds used on PTC are not spent wisely. Mr. Omar Vera discussed fees for purchasing new MetroCards, and his opinions that these fees should be eliminated, fares should not be increased, and the New Fare Payment System will be an improvement. Mr. Kevin Zeng discussed issues related to R-211 subway cars, his preference

for open gangway cars, and additional transfers allowed between subway and buses.

II. Approval of Minutes

The Committee voted to approve the minutes to its prior meeting held on December 11, 2017 (see pages 4 through 10 of the Committee book).

III. Committee Work Plan

Mr. Douglas Johnson noted that a draft of the 2018 Finance Committee Work Plan was provided for Members to review and make comments at the December meeting. Mr. Johnson further noted that the Work Plan is included in the Committee book for approval (see pages 12 through 19 of the Committee book).

The Committee voted to approve the 2018 Finance Committee Work Plan.

IV. Budgets/Capital Cycle

A. BudgetWatch

Mr. Johnson presented BudgetWatch (see the MTA website for the entire BudgetWatch <http://web.mta.info/mta/ind-finance/budgetwatch.pdf>). This month's BudgetWatch is a special 2017 Year-End Flash Report, capturing preliminary results for revenues, subsidies and debt service. Mr. Johnson noted that at this point, 2017 operating expense results are either unavailable or too preliminary to be meaningful. Actual results for the year are compared with the 2017 Final Estimate that was captured in the November Financial Plan and approved by the Board in December.

Revenues: Mr. Johnson reported that preliminary 2017 passenger revenues were unfavorable by \$5.3 million, reflecting unfavorable variances of \$3.6 million at Metro-North due to lower non-commutation ridership and \$2.5 million at the LIRR due to lower commutation ridership. Serving as a partial offset was a favorable variance of \$1.3 million at NYCT, primarily due to higher bus revenue. Toll revenue ended the year with an \$11.8 million favorable variance, reflecting higher than projected traffic over the last quarter of the year.

Debt Service: Mr. Johnson reported that 2017 debt service of \$2.51 billion was \$15 million, or 0.6%, favorable reflecting interest rate savings through multiple advanced refundings.

Subsidies: Mr. Johnson reported that State Dedicated Taxes and Fees were \$12 million unfavorable for the year due to lower PMT collections in the last quarter. This was partially offset by Real Estate Transaction Taxes, which were \$16 million favorable as a result of higher urban tax collections in the last quarter.

Overall: Mr. Johnson summarized that overall, when compared with the Final Estimate, total revenue was slightly favorable by \$10 million, which reflects favorable variances of \$12 million in toll revenue and \$16 million from real estate transaction tax receipts, and partially offset by unfavorable variances of \$5 million in passenger revenue and \$12 million from State dedicated taxes and fees. Also, debt service was \$15 million favorable.

Discussion: Mr. Pally inquired about the difference between the regional mortgage recording taxes, MRT 1 and MRT 2. Mr. Johnson responded that MRT-1 is paid by the borrower on all mortgages in the twelve-county region, while MRT-2 is imposed on residential real estate structures containing one to six dwelling units, also for the twelve-county region. This is paid by the lender.

Governor's Executive Budget:

Mr. Johnson noted that in the previous week, the Governor released the 2018-2019 Fiscal Year Executive Budget and provided highlights of the Executive Budget.

As proposed, the MTA will receive more than \$4.8 billion from all State sources, an increase of \$334 million (7.4 percent) over the FY 2018 Enacted Budget (in year over year comparison):

- MMTOA increase of \$19 million
- PBT increase \$22 million
- Increase in the PMT of \$114 million
- General Fund increase of \$194 million

As proposed, the State will provide \$254 million in operating aid to fully fund its half of the Subway Action Plan. The Executive Budget also includes \$174 million for its half of the capital funding requirement of the Subway Action Plan.

In comparison to what was projected in the November Plan, the Executive Budget increases Mass Transit Operating Assistance (MMTOA) to the MTA by \$19 million over the 2017-2018 level raising the amount to \$1.687 billion; however, this is \$61 million lower than the estimate that was included within the November Plan projection. Mr. Johnson noted that the Executive Budget does not include the \$65 million restoration of Payroll Mobility Tax (PMT) Replacement revenues that was assumed in the November Plan. He commented that other subsidy sources offset each other. Slightly higher PBT was offset by slightly lower projections for MTA Aid and Additional Mass Transportation Assistance Program (AMTAP). The net result of these changes is revenue (lower PMT Replacement and lower MMTOA) that is \$125 million lower as compared to the projection in the November Plan.

Discussion: Discussion was varied, and cover several topics. Mr. Albert asked for clarification about the amount allocated for the Subway Action Plan. Mr. Robert Foran responded that total operating costs of the Subway Action Plan was \$508 million, so half is \$254 million, and total capital costs are \$348 million, so half is \$174 million. Mr. Foran noted that the Executive Budget is preliminary and negotiations are underway as the legislative session progresses, so the \$125 million lower is not a final number, there is already a \$25 million positive variance, and the \$60 million is just an estimate and subject to change. Ms. Vanterpool commented that the \$65 million in PMT Replacement revenues was restored but as capital, while it was taken from operating. Mr. Foran noted that utilizing PAYGO, the \$65 million was able to be restored to the operating budget, so the net effect was neutral. Ms. Vanterpool inquired whether the toll rebates are still incorporated into the Executive Budget. Mr. Johnson noted they are included at a level \$3 million lower than the prior year (these were also restored by the Legislature). Mr. Foran further commented that the Executive Budget proposes making the PMT a direct flow to the MTA, rather than being subject to appropriation, and without appropriation risk, it may enhance credit ratings

if the PMT is securitized. Mr. Jones asked how much the PMT revenues would support in bonding. Mr. Foran explained that the PMT revenues are already included in the pledged revenues for existing credits, but with that same revenue stream, bonded at the higher credit ratings, an estimated \$530 million of present value savings is available.

Additional discussion regarding bond financing continued. Mr. Weisbrod inquired about the State's Bond Issuance Charge (BIC), and whether MTA is still paying it. Mr. Foran responded that the BIC is charged by the State for all debt issuance by the State's public benefit corporations, but for refundings a waiver has been provided. He further noted that the State's Budget Director was quoted in a New York Times article saying that the MTA will not be charged the BIC for any issuances, and MTA intends to hold him to that statement. Mr. Foran noted that the 2017 Year End Report by Mr. Patrick McCoy will include information on how much MTA paid for the BIC. Mr. Moerdler provided additional insight into the BIC. Mr. McCoy commented that the BIC has been in place for decades and adjusted periodically, and that since 2011 or so, the MTA began petitioning for waivers for the BIC for refundings, which were granted, but MTA has been charged the BIC for new money issuances. He further noted, that per the State Budget Director's comments in the article, MTA will petition to have all BIC charges waived. Ms. Vanterpool inquired regarding congestion pricing and whether there was a proposal in the Executive Budget about using the PMT revenue securitization to pay for infrastructure for the congestions pricing plan. Mr. Foran noted that there is a line in the Executive Budget indicating the enhanced PMT credit may help finance capital costs to implement recommendations for congestion pricing. He further commented that the PMT revenues support the existing capital program, and that they could be used to help advance fund the infrastructure, with reimbursement from incremental revenues from congestion pricing.

B. FinanceWatch

Mr. McCoy presented highlights from FinanceWatch (see pages 20 through 30 of the Committee book for the complete FinanceWatch report). Due to the lateness of the meeting, Mr. McCoy noted the transactions were summarized in FinanceWatch, as well as in an email he sent to Members, and he would be available for any questions. Mr. McCoy commented that later in the week there would be an approximately \$350 million competitive bid transaction for TBTA General Revenue Bonds, Series 2018A, and results from that transaction will be reported in February.

V. MTA Headquarters and All-Agency Items

A. Action Item

Mr. Johnson noted there was one action item requesting Board approval to procure additional insurance coverage related to MTA's 2015-2019 Capital Program's Owner Controlled Insurance Program (OCIP) to include the LIRR Expansion Project. The total amount of the request is \$84,500,000 (see pages 32 and 33 of the Committee book).

Discussion: Mr. Weisbrod asked for clarification regarding the action item and whether the LIRR project had not been insured previously. Ms. Phyllis Rachmuth, Director, Risk & Insurance Management, responded that when they issued the RFP for the 2015 – 2019 Capital Program OCIP, the LIRR was included in the scope of work, but it was not clear whether the project would be included in the Program. Ms. Rachmuth noted that the LIRR wanted to see what the

contractor's bid for insurance was, and after that, the LIRR asked the Risk & Insurance Management group to have the project added to the Program. Mr. Weisbrod commented that the entire 2015-2019 Capital Program cost \$225 million for OCIP coverage, and the LIRR project is \$84.5 million. Ms. Rachmuth clarified that OCIP is based on construction value of the projects to be included in the program and the LIRR expansion project is a mega project that greatly increases the construction value, while the other projects under OCIP are smaller. She further noted that not all Capital Projects are included in OCIP. The Risk Management team works with the Capital Program staff to determine which projects will be covered. Starr is the primary insurance carrier, and Willis of NY is the broker.

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

B. Report and Information Items

1. 2017 Year End Review by the Finance Department

Mr. McCoy presented the 2017 Year End Review, an annual report to the Finance Committee. Some highlights from the report are discussed below (see the full 2017 Year End Review presentation posted on the MTA website under the January Finance Committee: <http://web.mta.info/mta/news/books/docs/FinanceYearEndJan18.pdf>).

Overall indebtedness, as of December 31, 2017, is \$36.7 billion on the core portfolio consisting of the four primary credits, Transportation Revenue, Dedicated Tax Fund (DTF), TBTA General Revenue, and TBTA Subordinate Revenue. Most of the portfolio remains in fixed-rate mode, consisting of \$29.9 billion, or 81.4%, along with \$2.29 billion, or 6.2% in synthetic fixed-rate, and \$2.33 billion, or 6.4%, in unhedged variable rate. Mr. McCoy noted there is room for growth in the variable rate portfolio should interest rates increase. The portfolio also reflects \$1,676.7 million or 4.6%, of Bond Anticipation Notes (BANs), which will vary year to year, depending on new money BAN issuance schedule and the long-term bonds that retire those notes. Mr. McCoy noted the all-in True Interest Cost (TIC) on the portfolio at the end of the year was 3.38%. Of the \$36.7 billion outstanding, approximately \$22.5 billion, or 61.5%, is from the Transportation Revenue credit, which remains the workhorse credit for MTA. Mr. McCoy highlighted MTA generally uses a thirty-year level debt service in its transactions, and outstanding debt service has a dramatic drop after 2032. Mr. Foran noted that the debt service shown reflects the stated debt service outstanding as of that time; it does not reflect the debt service for bonds that have not yet been issued, but which are budgeted into the November Plan.

Mr. McCoy gave a brief overview of the Tax Cuts and Jobs Act of 2017, specifically noting the primary impact on the MTA's debt portfolio is the loss of the authorization for tax-exempt advance refundings to achieve debt service savings. He further commented that any refundings available will be current refundings, which are eligible 90 days prior to the call date. Typically, MTA bonds have a ten year par call. Mr. McCoy noted that 2017 was a busy year for the department, with approximately \$9.9 billion of transactions. Mr. McCoy commented that the approximately \$5.26 billion of refunding bonds issued in 2017 provided \$534.3 million in net PV savings, which went to support Capital Programs, much of which was accomplished in the last quarter of the year. Mr. McCoy discussed the upcoming financing plans and noted the busy year ahead, with approximately \$6.1 billion in transactions anticipated. Lastly, Mr. McCoy noted the last page of

the appendix that lists the cost of issuance. In answer to the earlier question about the BIC, for 2017, total BIC paid was approximately \$10.9 million.

Discussion: Ms. Vanterpool inquired regarding why the debt service drops in 2032. Mr. Foran explained that the drop off in 2032 reflects the 2002 debt restructuring, which provided a 30 year level debt service. Mr. Jones asked whether given the change in advance refunding capability, would the MTA consider shorter call dates on future bond issuances. Mr. McCoy will consider five and seven year calls and MTA Finance is currently exploring those options with MTA's financial advisors. Mr. Pally asked about the costs of not being able to take advantage of advance refundings. Mr. McCoy noted that while it is typically market driven and the refundings were not planned for ahead of time, it has been a meaningful part of the MTA Finance staff's toolbox to manage the debt portfolio efficiently and it will be missed. Mr. Foran noted that with the push for advance refundings in the last quarter, the goal was to take advantage of as much of that savings as the market would allow.

2. Draft Quarterly Financials – 3rd Quarter Ending September 30, 2017

Mr. Johnson noted the draft of the financials were scheduled to be reviewed by the Audit Committee in February.

C. Procurements

Mr. David Ross reported that that there were 27 procurements for MTA Headquarters for a total of \$60,977,243, including one non-competitive procurement for Kronos for continued maintenance of timekeeping hardware, software licenses, as needed, seventeen competitive procurements, and nine ratifications of procurements awarded pursuant to Executive Order 168 (see pages 34 through 52 of the Committee book for details on the all the MTAHQ procurements). He noted a correction related to the Arts for Transit project for Philip Duke Riley, Northport Station of the LIRR, that amount should reflect \$249,000. Mr. McCoy provided clarification on the items 6 through 16, related to the Insurance Linked Securities Service Providers and noted that the panels, once authorized would not come back to the Board, but future bids would go through procurement.

The procurements were voted on in groups (one non-competitive, 17 competitive, nine ratifications), but for purposes of these minutes, the discussion and action are consolidated below.

Discussion: Mr. Albert inquired regarding the Palm Coast Data competitive procurement item (related to MetroCard extended sales) and why there was no vendor in the State to provide those services. Mr. Ross noted that there was difficulty in finding a vendor when the RFP was processed and he anticipates it would be equally difficult should there be a new RFP. Regarding the nine ratifications pursuant to Executive Order 168, Ms. Vanterpool inquired why technical changes to numerous articulated buses and replacement of glass panels and anti-graffiti film are under the Subway Action Plan and could not go through the ordinary procurement process. Mr. Steve Plochochi, NYCT Senior Vice President Operations Support, Materiel, responded that the technical changes on the buses are not under the Subway Action Plan, but are under Executive Order 168 in order to expedite putting them in place. Mr. Weisbrod commented that the Executive Order was to handle the state of emergency declared for the MTA, and that bringing items that, in his view, are not emergencies, such as the glass panels and anti-graffiti and elevator maintenance,

is an abuse of the function of the Executive Order. Mr. Plochochi respectfully disagreed and noted that this procurement is aimed at a state of good repair and in the best interest of MTA's customers. Mr. Weisbrod further commented that the standard is not what is in the best interest of the customers for purposes of the Executive Order, but should be response to the emergency and, in his view, the maintenance and repair of elevators and installation of glass panels and anti-graffiti film does not meet that standard for emergency. Mr. Greenberg noted his opinion that the descriptions for the ratification items pursuant to the Executive Order did not have enough detail, and there should be explanation such as why the issue is an emergency, what problem is being addressed, the informal selection process that was utilized, and how much time is being saved by going through the Executive Order process. Mr. Plochochi noted that in terms of the change orders for the articulated buses, the manufacturing process was underway and staff did not want to interrupt that process. He further noted that the explanations for procurements under the Executive Order can be more detailed in the future. Mr. Jones commented that, along with several others, he did not understand why these ratifications were included under the Executive Order, and asked about the process if the Executive Order had not been issued. Mr. Plochochi noted that the process would have been a similar ratification process, but for some contracts they would have needed to go through Office of the New York State Comptroller approval process, which would have delayed the procurement process on average by 90 days. Vice Chair Ferrer suggested that the discussion will help guide the process in the future.

The Committee voted to recommend the one non-competitive, 17 competitive, and nine ratification procurement items before the Board for approval. Mr. Moerdler recused himself on the items #6 through #16 of the competitive procurements, which were all related to the Insurance Linked Securities Service Providers. Mr. Weisbrod voted against two of the nine items in the ratifications; Dependable Glass & Mirror Corp. and Slade Industries, Inc.

VI. Metro-North Railroad

There were no items for Metro-North.

VII. LIRR

A. LIRR Procurements

Mr. Ross reported that that there were three procurements for LIRR for a total \$154,675,000 including a non-competitive multi-agency sole source procurement to purchase services and parts to support NYCT's and the commuter railroads' inventory of equipment designed and manufactured by Ansaldo, a competitive procurement for a design build award for station enhancements at certain LIRR stations, and a multi-agency competitive procurement with MTACC, LIRR and Metro-North to enter into a personal service contracts for professional staffing (see pages 54 through 61 of the Committee book).

Discussion: Mr. Moerdler commented that with respect to the Ansaldo procurement, there was agreement in the LIRR Committee to have an integrity monitor on site because of significant adverse information (SAI) relating to that vendor. Dennis Mahon, Chief Procurement Officer for LIRR, confirmed that the integrity monitor will be put in place.

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

VIII. NYCT/MTA Bus Operations

A. Procurements

Mr. Ross reported that there were five competitive procurements for RFPs and modifications to existing agreements for a total of \$1,687,462,193, including a contract to Kawasaki Rail Car, Inc. to design, furnish, and deliver 535 subway cars (closed end and open gangway), and contracts for Package 4 of Enhanced Station Initiative (ESI) for several identified stations to Judlau Contracting, Inc., and Package 8 of ESI to Citnalta-Forte, Joint Venture, and modification for additional consulting with CH2M Hill New York, Inc. to support the New Fare Payment System, and a modification for professional and technical staffing contacts for MTACC, NYCT, MTA Bus (see pages 62 through 72 of the Committee book).

The procurements were voted on in three groups (subway cars, ESI packages, CH2M/multi-agency professional staffing) but for purposes of these minutes, the discussion and action are consolidated below.

Discussion: Regarding the Package 4 ESI contract, Mr. Moerdler asked whether there will be an integrity monitor on the Judlau contract. Mr. Plochochi confirmed that an integrity monitor is in place.

The Committee voted to recommend the procurement items before the Board for approval. Ms. Vanterpool, Mr. Jones, and Mr. Weisbrod voted against the two ESI packages.

IX. Bridges and Tunnels

There were no items for Bridges and Tunnels.

X. FMTAC

There were no items for FMTAC.

XI. MTA Consolidated Reports

This month's consolidated reports include: actual results versus November Forecast, including statements of operations; overtime reports; subsidy, interagency loans and stabilization fund transactions; debt service; total positions by function and agency; farebox recovery and operating ratios; MTA ridership; and the fuel hedge program (see pages 74 through 131 of the Committee book).

XII. Real Estate Agenda

Mr. David Florio reported that there were three action items, including lease modification and extension agreement for MTACC for Eastside Access field offices in Queens, an exchange of property rights along the Hudson Line Right of Way in Tarrytown, and a license agreement with TRITEC Real Estate Company, Inc. for use of vacant LIRR land in Ronkonkoma (see pages 132 through 154 of the Committee book for all real estate action and information items).

The Committee voted to recommend the real estate action items before the Board for approval. Mr. Pally recused himself from the TRITEC action item.

XIII. Adjournment

Upon motion duly made and seconded, the January 22, 2018 meeting of the Finance Committee was adjourned at 4:36 PM.

Respectfully submitted,

Marcia Tannian
Deputy Director, Finance

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2018 Finance Committee Work Plan

I. RECURRING AGENDA ITEMS

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

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

March 2018

Action Items:

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

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

All-Agency Annual Procurement Report

Other:

MTA Prompt Payment Annual Report 2017
Contract Change Order Report

MTA BSC
MTA Proc., Agencies

April 2018

Action Item:

MTA 2017 Annual Investment Report

MTA Treasury

Other:

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

MTA Finance
MTA Comptroller

May 2018

Other:

Station Maintenance Billings Approval
Annual Pension Fund Report (Audit Committee Members to be invited)
Annual FMTAC Meeting
Annual FMTAC Investment Performance Report

MTA Comptroller
MTA Labor
MTA RIM
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 1st Quarter for the
Three-Months Ended March 2018

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

July 2018

2019 Preliminary Budget/July Financial Plan 2019-2022
(Joint Session with MTA Board)

MTA Div. Mgmt/Budget

September 2018

2019 Preliminary Budget/July Financial Plan 2019-2022
(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 2nd Quarter for the Six-Months
Ended June 2018

MTA Proc., Agencies

MTA Comptroller

October 2018

2019 Preliminary Budget/July Financial Plan 2019-2022
(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 2018 Semi-Annual Investment Report

MTA BSC
MTA Finance

MTA Treasury

November 2018

2019 Final Proposed Budget/November Financial Plan 2019-2022
(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 2018

Adoption of 2019 Budget and 2019-2022 Financial Plan

MTA Div. Mgmt/Budget

Action Items:

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

MTA Finance

MTA Finance
MTA Treasury

Other:

Draft 2019 Finance Committee Work Plan
Contract Change Order Report

MTA Div. Mgmt/Budget
MTA Proc., Agencies

January 2019

Other:

Special Report: Finance Department 2018 Year-End Review
DRAFT MTA Financial Statements 3rd Quarter for the Nine-Months
Ended September 2018

MTA Finance

MTA Comptroller

February 2019

Action Items:

2018 TBTA Operating Surplus
Mortgage Recording Tax – Escalation Payments to Dutchess,
Orange and Rockland Counties

B&T/MTA

MTA Treasury, MTA
Div. Mgmt/Budget

Other:

February Financial Plan 2019-2022

MTA Div. Mgmt/Budget

DETAILS

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 investment 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.

JULY 2018

2019 Preliminary Budget/July Financial Plan 2019-2022 (JOINT Session with MTA Board)

The Chief Financial Officer and MTA Budget Division will present an updated forecast for 2018, a Preliminary Budget for 2019, and a Financial Plan for 2019-2022.

SEPTEMBER 2018

2018 Preliminary Budget/July Financial Plan 2019-2022

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 2018

Included for information is a copy of the Independent Accountant's Review Report of MTA Financial Statements for the Six-Months ended, June 30, 2018.

OCTOBER 2018

2019 Preliminary Budget/July Financial Plan 2019-2022

Public comment will be accepted on the 2019 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 2018 Semi-Annual Investment Report

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

NOVEMBER 2018

2019 Final Proposed Budget/November Financial Plan 2019-2022 (Joint Session with MTA Board)

The Chief Financial Officer and MTA Budget Division will present an updated forecast for 20189, a Final Proposed Budget for 20197, and an updated Financial Plan for 2019-2022.

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, 2018.

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 2018

Adoption of 2019 Budget and 2019-2022 Financial Plan

The Committee will recommend action to the Board on the Final Proposed Budget for 2019 and 2019-2022 Financial Plan.

Action Items:

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.

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.

Other:

Draft 2019 Finance Committee Work Plan

The MTA Chief Financial Officer will present a proposed 2019 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 2019

Other:

Special Report: Finance Department 2018 Year-End Review

The MTA Finance Department will present a report that summarizes financing activities for 2018.

DRAFT MTA Financial Statements for the Nine-Months Ended, September 2018

Included for information is a copy of the Independent Accountant's Review Report of MTA Financial Statements for the Nine-Months ended, September 30, 2018.

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.

FEBRUARY 2019

Action Items:

2018 TBTA Operating Surplus

MTA Bridges and Runnels should be prepared to answer questions on a staff summary requesting (1) transfer of TBTA 2018 Operating Surplus and Investment Income, (2) advances of TBTA 2018 Operating Surplus, and (3) the deduction from 2018 TBTA Operating Revenue, funds which shall be paid into the Necessary Reconstruction Reserve.

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Other:

February Financial Plan 2019-2022

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.

FinanceWatch

February 20, 2018

Financing Activity

\$500,000,000 MTA Transportation Revenue Bond Anticipation Notes, Series 2018A

On January 23, 2018, MTA issued \$500 million of MTA Transportation Revenue Bond Anticipation Notes, Series 2018A through a competitive bidding process, to finance existing approved transit and commuter projects. The Subseries 2018A notes are fixed rate tax-exempt notes with a final maturity of August 15, 2019. The Series 2018A Notes were issued as \$200 million Subseries 2018A-1; \$100 million Subseries 2018A-2; \$100 million Subseries 2018A-3, \$75 million Subseries 2018A-4, and \$25 million Subseries 2018A-5 with an all-in True Interest Cost of 1.742%. Nixon Peabody LLP and D. Seaton and Associates served as co-bond counsel and Public Resources Advisory Group and Backstrom McCarley Berry & Co., LLC served as co-financial advisors.

On January 17, 2018, MTA held a competitive bidding process, where the following underwriters were awarded the following subseries of MTA Transportation Revenue Bond Anticipation Notes, Series 2018A:

<u>Underwriter</u>	<u>Subseries</u>	<u>Par (\$ mil)</u>	<u>All-In TIC (%)</u>	<u>Maturity</u>
Citigroup	2018A-1	200	1.738	8/15/2019
Jefferies LLC	2018A-2	100	1.742	8/15/2019
Morgan Stanley	2018A-3	100	1.750	8/15/2019
J.P. Morgan	2018A-4	75	1.747	8/15/2019
Goldman Sachs & Co.	2018A-5	<u>25</u>	1.732	8/15/2019
	Total	<u>\$500</u>		

\$472,310,000 MTA Transportation Revenue Bonds, Series 2018A

On January 23, 2018, MTA issued \$472.310 million of Transportation Revenue Bonds, Series 2018A. Proceeds from the transaction were used to pay off the existing outstanding 2017B Bond Anticipation Notes in the amount of \$500 million. The Series 2018A bonds were issued through a competitive bidding process, with the winning bid being provided by Bank of America Merrill Lynch. The Series 2018A bonds were issued as \$194.700 million Subseries 2018A-1 and \$277.610 million Subseries 2018A-2. The Series 2018A-1 bonds were issued as mandatory tender bonds with an initial purchase date of November 15, 2020. The Series 2018A-2 bonds were issued as mandatory tender bonds with an initial purchase date of November 15, 2022. Nixon Peabody LLP and D. Seaton and Associates served as co-bond counsel and Public Resources Advisory Group and Backstrom McCarley Berry & Co., LLC served as co-financial advisors.

Transactions Summary Statistics

	<u>Series 2018A</u>
<i>Par Amount:</i>	\$472.310 million
<i>Premium:</i>	\$56.934 million
<i>All-in TIC:</i>	1.91%

<i>Average Coupon:</i>	5.00%
<i>Average Life:</i>	3.99 years
<i>Final Maturity:</i>	11/15/2022
<i>Underwriter's Discount:</i>	\$1.30 (\$614,003)
<i>Cost of Issuance:</i>	\$1.20 (\$568,231)
<i>Ratings (Moody's/S&P/Fitch/Kroll):</i>	A1/AA-/AA-/AA+

\$122,635,000 Triborough Bridge and Tunnel Authority General Revenue

Variable Rate Bonds, Subseries 2003B-1

On January 24, 2018, MTA effectuated a mandatory tender and remarketed \$122.635 million of Triborough Bridge and Tunnel Authority General Revenue Variable Rate Bonds, Subseries 2003B-1 because the irrevocable direct-pay LOC relating to the Subseries 2003B-1 Bonds issued by PNC Bank, National Association, and the irrevocable direct-pay LOC relating to the Triborough Bridge and Tunnel Authority General Revenue Variable Rate Bonds, Subseries 2003B-3 Bonds issued by Wells Fargo Bank, National Association expired by their terms. The LOC facilities related to both Subseries 2003B-1 and Subseries 2003B-3 were substituted with an irrevocable direct-pay LOC issued by Bank of America, N.A. The LOC expires on January 21, 2022.

The bonds will reset on a daily basis. The initial rate was 1.05%. BofA Merrill Lynch will serve as remarketing agent. Orrick, Herrington & Sutcliffe LLP and Bryant Rabbino LLP served as co-bond counsel and Public Resources Advisory Group and Backstrom McCarley Berry & Co., LLC served as co-financial advisors.

\$190,300,000 Triborough Bridge and Tunnel Authority General Revenue

Variable Rate Refunding Bonds, Subseries 2005B-2

On January 24, 2018, MTA effectuated a mandatory tender and remarketed \$190.3 million of Triborough Bridge and Tunnel Authority General Revenue Variable Rate Refunding Bonds, Subseries 2005B-2 because the irrevocable direct-pay LOC issued by Wells Fargo Bank, National Association expired by its terms, and was substituted with an irrevocable direct-pay LOC issued by Citibank, N.A. The LOC expires on January 23, 2021. Citigroup will serve as remarketing agent.

The bonds will reset on a daily basis. The initial rate was 1.00%. BofA Merrill Lynch will serve as remarketing agent. Orrick, Herrington & Sutcliffe LLP and Bryant Rabbino LLP served as co-bond counsel and Public Resources Advisory Group and Rockfleet Financial Services, Inc. served as co-financial advisors.

\$351,930,000 Triborough Bridge and Tunnel Authority General Revenue Bonds, Series 2018A

On February 1, 2018, MTA issued \$351.93 million of Triborough Bridge and Tunnel Authority General Revenue Bonds, Series 2018A. The proceeds from the transactions were used to retire \$164.690 million of MTA Bridges and Tunnels General Revenue Bond Anticipation Notes, Series 2017A and to finance bridge and tunnel capital projects. The Series 2018A bonds were issued through a competitive bidding process, with the winning bid being provided by Bank of America Merrill Lynch. The

Series 2018A bonds were issued as tax-exempt fixed rate bonds with an all-in True Interest Cost of 3.84% and a final maturity of November 15, 2048. Orrick, Herrington & Sutcliffe LLP and Bryant Rabbino LLP served as co-bond counsel, and Public Resources Advisory Group and Rockfleet Financial Services served as co-financial advisors.

Transaction Summary

	<u>Series 2018A</u>
<i>Par Amount:</i>	\$351.930 million
<i>Premium:</i>	\$48.549 million
<i>All-in TIC:</i>	3.84%
<i>Average Coupon:</i>	4.61%
<i>Average Life:</i>	28.43 years
<i>Final Maturity:</i>	11/15/2048
<i>Underwriter's Discount:</i>	\$2.59 (\$911,499)
<i>Cost of Issuance:</i>	\$1.60 (\$563,500)
<i>Ratings (Moody's/S&P/Fitch/Kroll):</i>	Aa3/AA-/AA-/AA

Fuel Hedging Program

\$5,617,696 Diesel Fuel Hedge

On January 31, 2018, MTA executed a 2,870,565 gallon ultra-low sulfur diesel fuel hedge with Goldman Sachs & Co./J Aron at an all-in price of \$1.957/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 January 2019 through December 2019.

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

**Debt Service
January 2018**

(\$ in millions)

	Adopted Budget	Actual	Variance	% Var	Explanation
Dedicated Tax Fund:					
NYC Transit	\$34.0	\$33.6	\$0.4		
Commuter Railroads	6.9	7.1	(0.1)		
<i>Dedicated Tax Fund Subtotal</i>	\$40.9	\$40.7	\$0.2	0.6%	
MTA Transportation Revenue:					
NYC Transit	\$78.4	\$77.4	\$1.0		
Commuter Railroads	51.4	49.2	2.2		
MTA Bus	1.7	0.0	1.7		
SIRTOA	0.1	0.0	0.1		
<i>MTA Transportation Revenue Subtotal</i>	\$131.6	\$126.7	\$5.0	3.8%	Timing of debt service deposits.
2 Broadway COPs:					
NYC Transit	\$0.0	\$0.4	(\$0.4)		
Bridges & Tunnels	0.0	0.1	(0.1)		
MTA HQ	0.0	0.0	0.0		
Commuter Railroads	0.0	0.1	(0.1)		
<i>2 Broadway COPs Subtotal</i>	\$0.0	\$0.5	(\$0.5)	0.0%	
TBTA General Resolution (2):					
NYC Transit	\$16.6	\$15.3	\$1.3		
Commuter Railroads	7.5	7.0	0.6		
Bridges & Tunnels	21.7	19.9	1.8		
<i>TBTA General Resolution Subtotal</i>	\$45.9	\$42.2	\$3.7	8.0%	Timing of debt service deposits.
TBTA Subordinate (2):					
NYC Transit	\$5.5	\$4.1	\$1.4		
Commuter Railroads	2.5	1.8	0.6		
Bridges & Tunnels	2.1	1.5	0.5		
<i>TBTA Subordinate Subtotal</i>	\$10.1	\$7.5	\$2.6	25.8%	Timing of debt service deposits.
Total Debt Service	\$228.5	\$217.5	\$10.9	4.8%	
Debt Service by Agency:					
NYC Transit	\$134.5	\$130.8	\$3.7		
Commuter Railroads	68.3	65.2	3.1		
MTA Bus	1.7	0.0	1.7		
SIRTOA	0.1	0.0	0.1		
Bridges & Tunnels	23.8	21.5	2.3		
MTAHQ	0.0	0.0	0.0		
Total Debt Service	\$228.5	\$217.5	\$10.9	4.8%	

Notes:

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

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

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

Totals may not add due to rounding.

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

Debt Service

January 2018 Year-to-Date

(\$ in millions)

	Adopted Budget	Actual	Variance	% Var	Explanation
Dedicated Tax Fund:					
NYC Transit	\$34.0	\$33.6	\$0.4		
Commuter Railroads	6.9	7.1	(0.1)		
<i>Dedicated Tax Fund Subtotal</i>	\$40.9	\$40.7	\$0.2	0.6%	
MTA Transportation Revenue:					
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<i>MTA Transportation Revenue Subtotal</i>	\$131.6	\$126.7	\$5.0	3.8%	Same as monthly explanation.
2 Broadway COPs:					
NYC Transit	\$0.0	\$0.4	(\$0.4)		
Bridges & Tunnels	0.0	0.1	(0.1)		
MTA HQ	0.0	0.0	0.0		
Commuter Railroads	0.0	0.1	(0.1)		
<i>2 Broadway COPs Subtotal</i>	\$0.0	\$0.5	(\$0.5)	0.0%	
TBTA General Resolution (2):					
NYC Transit	\$16.6	\$15.3	\$1.3		
Commuter Railroads	7.5	7.0	0.6		
Bridges & Tunnels	21.7	19.9	1.8		
<i>TBTA General Resolution Subtotal</i>	\$45.9	\$42.2	\$3.7	8.0%	Same as monthly explanation.
TBTA Subordinate (2):					
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<i>TBTA Subordinate Subtotal</i>	\$10.1	\$7.5	\$2.6	25.8%	Same as monthly explanation.
Total Debt Service	\$228.5	\$217.5	\$10.9	4.8%	
Debt Service by Agency:					
NYC Transit	\$134.5	\$130.8	\$3.7		
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Total Debt Service	\$228.5	\$217.5	\$10.9	4.8%	

Notes:

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(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		BofA Merrill	Loop Capital	Merrill Lynch	Goldman	TD Securities					
Liquidity Provider		BofA Merrill	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	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA
12/27/2017	1.71%	1.73%	0.02%	1.70%	-0.01%	1.73%	0.02%	1.67%	-0.04%	1.80%	0.09%
1/3/2018	1.47%	1.38%	-0.09%	1.48%	0.01%	1.38%	-0.09%	1.44%	-0.03%	1.43%	-0.04%
1/10/2018	1.31%	1.30%	-0.01%	1.31%	0.00%	1.31%	0.00%	1.30%	-0.01%	1.30%	-0.01%
1/17/2018	1.23%	1.20%	-0.03%	1.23%	0.00%	1.21%	-0.02%	1.20%	-0.03%	1.20%	-0.03%
1/24/2018	1.16%	1.13%	-0.03%	1.16%	0.00%	1.14%	-0.02%	1.12%	-0.04%	1.12%	-0.04%
1/31/2018	1.08%	1.04%	-0.04%	1.08%	0.00%	1.07%	-0.01%	1.04%	-0.04%	1.04%	-0.04%

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				
Date	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA
12/27/2017	1.71%	1.78%	0.07%	1.78%	0.07%	1.74%	0.03%	1.76%	0.05%
1/3/2018	1.47%	1.43%	-0.04%	1.43%	-0.04%	1.53%	0.06%	1.46%	-0.01%
1/10/2018	1.31%	1.31%	0.00%	1.31%	0.00%	1.34%	0.03%	1.30%	-0.01%
1/17/2018	1.23%	1.19%	-0.04%	1.19%	-0.04%	1.26%	0.03%	1.22%	-0.01%
1/24/2018	1.16%	1.10%	-0.06%	1.10%	-0.06%	1.20%	0.04%	1.14%	-0.02%
1/31/2018	1.08%	1.02%	-0.06%	1.02%	-0.06%	1.12%	0.04%	1.07%	-0.01%

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	SIFMA
12/27/2017	1.71%	1.61%	-0.10%
1/3/2018	1.47%	1.45%	-0.02%
1/10/2018	1.31%	1.32%	0.01%
1/17/2018	1.23%	1.20%	-0.03%
1/24/2018	1.16%	1.10%	-0.06%
1/31/2018	1.08%	1.05%	-0.03%

Issue		TBTA 2001B	TBTA 2001C	TBTA 2003B-1	
Remarketing Agent		Citigroup	Morgan Stanley	PNC Bank	
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	
Date	SIFMA	Rate	SIFMA	Rate	SIFMA
12/26/2017	1.71%	1.65%	-0.06%	1.61%	-0.10%
1/2/2018	1.47%	1.42%	-0.05%	1.45%	-0.02%
1/9/2018	1.31%	1.29%	-0.02%	1.32%	0.01%
1/16/2018	1.23%	1.17%	-0.06%	1.20%	-0.03%
1/23/2018	1.16%	1.07%	-0.09%	1.10%	-0.06%
1/30/2018	1.08%	1.02%	-0.06%	1.05%	-0.03%

Issue		TBTA 2005A	TBTA SUB 2013D-2a	TBTA SUB 2013D-2b	
Remarketing Agent		TD Securities	BofA Merrill	BofA Merrill	
Liquidity Provider		TD Bank	BofA Merrill	BofA Merrill	
Liquidity/Insurer		LoC	LoC (Taxable)	LoC (Taxable)	
Par Outstanding (\$m)		118.68	58.02	90.45	
Swap Notional (\$m)		23.23	None	None	
Outstanding (\$m)	SIFMA	Rate	SIFMA	Rate	SIFMA
12/26/2017	1.71%	1.70%	-0.01%	1.65%	-0.06%
1/2/2018	1.47%	1.45%	-0.02%	1.55%	0.08%
1/9/2018	1.31%	1.30%	-0.01%	1.55%	0.24%
1/16/2018	1.23%	1.20%	-0.03%	1.55%	0.32%
1/23/2018	1.16%	1.15%	-0.01%	1.55%	0.39%
1/30/2018	1.08%	1.05%	-0.03%	1.55%	0.47%

Report Date 1/31/2018

**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	11/15/2022	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
12/27/2017	1.71%	2.29%	0.58%	2.21%	0.50%	2.16%	0.45%	2.29%	0.58%
1/3/2018	1.47%	2.05%	0.58%	1.97%	0.50%	1.92%	0.45%	2.05%	0.58%
1/10/2018	1.31%	1.89%	0.58%	1.81%	0.50%	1.76%	0.45%	1.89%	0.58%
1/17/2018	1.23%	1.81%	0.58%	1.73%	0.50%	1.68%	0.45%	1.81%	0.58%
1/24/2018	1.16%	1.74%	0.58%	1.66%	0.50%	1.61%	0.45%	1.74%	0.58%
1/31/2018	1.08%	1.66%	0.58%	1.58%	0.50%	1.53%	0.45%	1.66%	0.58%

Dedicated Tax Fund Bonds

Issue		DTF 2002B-3b	DTF 2002B-3c	DTF 2002B-3d			
Remarketing Agent		N/A	N/A	N/A			
Initial Purchase Date		11/01/18	11/01/19	11/01/20			
Liquidity/Insurer		None	None	None			
Par Outstanding (\$m)		48.60	50.70	15.90			
Swap Notional (\$m)		None	None	None			
Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
12/27/2017	1.71%	2.61%	0.90%	2.66%	0.95%	2.71%	1.00%
1/3/2018	1.47%	2.37%	0.90%	2.42%	0.95%	2.47%	1.00%
1/10/2018	1.31%	2.21%	0.90%	2.26%	0.95%	2.31%	1.00%
1/17/2018	1.23%	2.13%	0.90%	2.18%	0.95%	2.23%	1.00%
1/24/2018	1.16%	2.06%	0.90%	2.11%	0.95%	2.16%	1.00%
1/31/2018	1.08%	1.98%	0.90%	2.03%	0.95%	2.08%	1.00%

Issue		DTF 2008A-2a	DTF 2008A-2b	DTF 2008B-3a	DTF 2008B-3c				
Remarketing Agent		N/A	N/A	N/A	N/A				
Initial Purchase Date		06/01/22	11/01/19	11/01/18	11/01/19				
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
12/27/2017	1.71%	2.16%	0.45%	2.29%	0.58%	2.08%	0.37%	2.16%	0.45%
1/3/2018	1.47%	1.92%	0.45%	2.05%	0.58%	1.84%	0.37%	1.92%	0.45%
1/10/2018	1.31%	1.76%	0.45%	1.89%	0.58%	1.68%	0.37%	1.76%	0.45%
1/17/2018	1.23%	1.68%	0.45%	1.81%	0.58%	1.60%	0.37%	1.68%	0.45%
1/24/2018	1.16%	1.61%	0.45%	1.74%	0.58%	1.53%	0.37%	1.61%	0.45%
1/31/2018	1.08%	1.53%	0.45%	1.66%	0.58%	1.45%	0.37%	1.53%	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
12/27/2017	1.71%	2.06%	0.35%	2.15%	0.44%
1/3/2018	1.47%	1.82%	0.35%	1.91%	0.44%
1/10/2018	1.31%	1.66%	0.35%	1.75%	0.44%
1/17/2018	1.23%	1.58%	0.35%	1.67%	0.44%
1/24/2018	1.16%	1.51%	0.35%	1.60%	0.44%
1/31/2018	1.08%	1.43%	0.35%	1.52%	0.44%

Report Date 1/31/2018

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

Transportation Revenue Bonds

Issue		TRB 2002D-2a-1	TRB 2002D-2a-2	TRB 2002D-2b			
Remarketing Agent		N/A	N/A	N/A			
Initial Purchase Date		4/6/2020	4/6/2021	5/15/2018			
Liquidity/Insurer		None	None	None			
Par Outstanding (\$m)		50.00	50.00	100.00			
Swap Notional (\$m)		50.00	50.00	100.00			
Date	69% of 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR
12/27/2017	0.94%	1.51%	0.57%	1.62%	0.68%	1.54%	0.60%
1/3/2018	1.08%	1.65%	0.57%	1.76%	0.68%	1.68%	0.60%
1/10/2018	1.08%	1.65%	0.57%	1.76%	0.68%	1.68%	0.60%
1/17/2018	1.08%	1.65%	0.57%	1.76%	0.68%	1.68%	0.60%
1/24/2018	1.08%	1.65%	0.57%	1.76%	0.68%	1.68%	0.60%
1/31/2018	1.08%	1.65%	0.57%	1.76%	0.68%	1.68%	0.60%

Issue		TRB 2002G-1f	TRB 2002G-1h	TRB 2011B			
Remarketing Agent		N/A	N/A	N/A			
Initial Purchase Date		11/1/2018	2/1/2022	11/1/2022			
Liquidity/Insurer		None	None	None			
Par Outstanding (\$m)		42.58	56.89	99.56			
Swap Notional (\$m)		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
12/27/2017	0.91%	1.39%	0.48%	1.73%	0.82%	1.46%	0.55%
1/3/2018	1.05%	1.53%	0.48%	1.87%	0.82%	1.60%	0.55%
1/10/2018	1.05%	1.53%	0.48%	1.87%	0.82%	1.60%	0.55%
1/17/2018	1.05%	1.53%	0.48%	1.87%	0.82%	1.60%	0.55%
1/24/2018	1.05%	1.53%	0.48%	1.87%	0.82%	1.60%	0.55%
1/31/2018	1.05%	1.53%	0.48%	1.87%	0.82%	1.60%	0.55%

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	11/1/2022			
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
12/27/2017	0.91%	1.21%	0.30%	1.61%	0.70%	1.46%	0.55%
1/3/2018	1.05%	1.35%	0.30%	1.75%	0.70%	1.60%	0.55%
1/10/2018	1.05%	1.35%	0.30%	1.75%	0.70%	1.60%	0.55%
1/17/2018	1.05%	1.35%	0.30%	1.75%	0.70%	1.60%	0.55%
1/24/2018	1.05%	1.35%	0.30%	1.75%	0.70%	1.60%	0.55%
1/31/2018	1.05%	1.35%	0.30%	1.75%	0.70%	1.60%	0.55%

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
12/27/2017	0.91%	1.61%	0.70%	1.31%	0.40%	1.49%	0.58%
1/3/2018	1.05%	1.75%	0.70%	1.45%	0.40%	1.63%	0.58%
1/10/2018	1.05%	1.75%	0.70%	1.45%	0.40%	1.63%	0.58%
1/17/2018	1.05%	1.75%	0.70%	1.45%	0.40%	1.63%	0.58%
1/24/2018	1.05%	1.75%	0.70%	1.45%	0.40%	1.63%	0.58%
1/31/2018	1.05%	1.75%	0.70%	1.45%	0.40%	1.63%	0.58%

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
12/27/2017	0.91%	1.26%	0.35%	1.41%	0.50%
1/3/2018	1.05%	1.40%	0.35%	1.55%	0.50%
1/10/2018	1.05%	1.40%	0.35%	1.55%	0.50%
1/17/2018	1.05%	1.40%	0.35%	1.55%	0.50%
1/24/2018	1.05%	1.40%	0.35%	1.55%	0.50%
1/31/2018	1.05%	1.40%	0.35%	1.55%	0.50%

Report Date 1/31/2018

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
1/24/2018	0.90%	1.06%	0.16%	0.97%	0.07%	0.98%	0.08%	0.98%	0.08%
1/25/2018	0.90%	1.09%	0.19%	0.96%	0.06%	0.98%	0.08%	0.98%	0.08%
1/26/2018	0.90%	1.08%	0.18%	0.95%	0.05%	0.98%	0.08%	0.98%	0.08%
1/27/2018	0.90%	1.08%	0.18%	0.95%	0.05%	0.98%	0.08%	0.98%	0.08%
1/28/2018	0.90%	1.08%	0.18%	0.95%	0.05%	0.98%	0.08%	0.98%	0.08%
1/29/2018	0.90%	1.07%	0.17%	0.95%	0.05%	1.00%	0.10%	1.00%	0.10%
1/30/2018	0.90%	1.06%	0.16%	0.94%	0.04%	1.00%	0.10%	1.00%	0.10%
1/31/2018	0.85%	1.03%	0.18%	0.94%	0.09%	0.98%	0.13%	0.98%	0.13%
2/1/2018	0.85%	1.00%	0.15%	0.93%	0.08%	0.93%	0.08%	0.93%	0.08%
2/2/2018	0.85%	0.98%	0.13%	0.92%	0.07%	0.87%	0.02%	0.87%	0.02%

TBTA General Revenue Bonds

Dedicated Tax Fund Bonds

Issue		TBTA 2002F	TBTA 2003B-1	TBTA 2005B-2	DTF 2008A-1				
Dealer		JP Morgan	BofA Merrill	Citigroup	RBC Capital				
Liquidity Provider		Helaba	BofA Merrill	Citibank	RBC				
Type of Liquidity		LoC	LoC	LoC	LoC				
Par Outstanding (\$m)		179.79	122.64	190.30	167.44				
Swap Notional (\$m)		179.79	1.31	190.30	164.49				
Date	SIFMA	Spread to		Spread to		Spread to		Spread to	
		Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA
1/24/2018	0.90%	1.01%	0.11%	1.05%	0.15%	1.00%	0.10%	0.95%	0.05%
1/25/2018	0.90%	1.01%	0.11%	1.02%	0.12%	1.00%	0.10%	0.95%	0.05%
1/26/2018	0.90%	1.01%	0.11%	1.05%	0.15%	0.99%	0.09%	0.98%	0.08%
1/27/2018	0.90%	1.01%	0.11%	1.05%	0.15%	0.99%	0.09%	0.98%	0.08%
1/28/2018	0.90%	1.01%	0.11%	1.05%	0.15%	0.99%	0.09%	0.98%	0.08%
1/29/2018	0.90%	1.04%	0.14%	1.05%	0.15%	0.99%	0.09%	0.98%	0.08%
1/30/2018	0.90%	1.04%	0.14%	1.02%	0.12%	0.99%	0.09%	0.98%	0.08%
1/31/2018	0.85%	1.04%	0.19%	1.00%	0.15%	0.98%	0.13%	0.97%	0.12%
2/1/2018	0.85%	0.99%	0.14%	0.96%	0.11%	0.90%	0.05%	0.90%	0.05%
2/2/2018	0.85%	0.94%	0.09%	0.91%	0.06%	0.86%	0.01%	0.85%	0.00%

Report Date 2/2/2018

Type of Credit	Underlying Ratings (Moody's /S&P / Fitch/ Kroll)	Series	BPA Sale Date	Series Original Final Maturity	Principal Iss. Amount	Outstanding			Total Outstanding	TIC ¹	Notes
						Fixed Amount	Variable Amount	Synthetic Fixed Amount			
MTA Transportation Revenue Bonds (A1/AA-/AA-/AA+)		2002D	5/30/02	11/1/2032	400.000	174.725	-	200.000	374.725	4.47	
		2002G	11/20/02	11/1/2026	400.000	-	14.355	127.660	142.015	3.93	
		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	13.375	-	-	13.375	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	-	-	237.925	237.925	4.32	
		2005E	11/2/05	11/1/2035	250.000	-	95.175	142.775	237.950	3.27	
		2005G	12/7/05	11/1/2026	250.000	59.200	-	-	59.200	4.34	
		2006B	12/20/06	11/15/2036	717.730	72.645	-	-	72.645	4.52	
		2008A	2/21/08	11/15/2038	512.470	25.335	-	-	25.335	4.91	
		2008B	2/21/08	11/15/2030	487.530	227.410	-	-	227.410	3.10	
		2008C	10/23/08	11/15/2028	550.000	96.195	-	-	96.195	6.68	
		2009A	10/15/09	11/15/2039	502.320	407.110	-	-	407.110	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	607.830	-	-	607.830	4.29	
		2010C	7/7/10	11/15/2040	510.485	446.095	-	-	446.095	4.27	
		2010D	12/7/10	11/15/2040	754.305	50.235	-	-	50.235	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	24.050	-	-	24.050	4.95	
		2011B	9/14/11	11/1/2041	99.560	-	29.970	69.590	99.560	2.97	
		2011C	11/10/11	11/15/2028	197.950	129.755	-	-	129.755	3.99	
		2011D	12/7/11	11/15/2046	480.165	54.815	-	-	54.815	4.57	
		2012A	3/15/12	11/15/2042	150.000	50.000	100.000	-	150.000	1.88	
		2012B	3/15/12	11/15/2039	250.000	202.835	-	-	202.835	3.85	
		2012C	5/3/12	11/15/2047	727.430	410.555	-	-	410.555	4.22	
		2012D	8/20/12	11/15/2032	1,263.365	871.380	-	-	871.380	3.51	
		2012E	7/20/12	11/15/2042	650.000	313.470	-	-	313.470	3.91	
		2012F	9/28/12	11/15/2030	1,268.445	998.360	-	-	998.360	3.17	
		2012G	11/13/12	11/1/2032	359.450	-	-	357.150	357.150	4.15	
		2012H	11/15/12	11/15/2042	350.000	221.050	-	-	221.050	3.70	
		2013A	1/24/13	11/15/2043	500.000	291.335	-	-	291.335	3.79	
		2013B	4/2/13	11/15/2043	500.000	310.030	-	-	310.030	4.08	
		2013C	6/11/13	11/15/2043	500.000	313.115	-	-	313.115	4.25	
		2013D	7/11/13	11/15/2043	333.790	202.065	-	-	202.065	4.63	
		2013E	11/15/13	11/15/2043	500.000	342.630	-	-	342.630	4.64	
	2014A	2/28/14	11/15/2044	400.000	230.960	-	-	230.960	4.31		
	2014B	4/17/14	11/15/2044	500.000	406.080	-	-	406.080	4.38		
	2014C	6/26/2014	11/15/2036	500.000	361.285	-	-	361.285	3.32		
	2014D	11/4/2014	11/15/2044	500.000	295.455	165.000	-	460.455	3.02		
	2015A	1/22/2015	11/15/2045	850.000	555.780	250.000	-	805.780	2.89		
	2015B	3/19/2015	11/15/2055	275.055	260.380	-	-	260.380	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	-	631.135	-	631.135	1.18		
	2015F	12/17/2015	11/15/2036	330.430	320.195	-	-	320.195	3.21		
	2016A	2/25/2016	11/15/2056	782.520	763.945	-	-	763.945	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	859.010	-	-	859.010	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	623.970	-	-	623.970	2.87		
	2017A	3/16/2017	11/15/2057	325.585	323.855	-	-	323.855	3.78		
	2017B	9/28/2017	11/15/2028	662.025	662.025	-	-	662.025	1.98		
	2017C BANS	10/25/2017	5/15/2019	1,000.000	1,000.000	-	-	1,000.000	1.15		
	2017C	12/14/2017	11/15/2040	2,021.462	2,172.935	-	-	2,172.935	3.12		
	2017D	12/21/2017	11/15/2047	643.095	643.095	-	-	643.095	3.51		
	2018A BANS	1/23/2018	8/15/2019	500.000	500.000	-	-	500.000	1.74		
	2018A	1/23/2018	11/15/2048	472.310	472.310	-	-	472.310	1.91		
				Total	32,213.614	20,580.077	1,285.635	1,135.100	23,000.812	3.36	
										WATIC	
TBTA General Revenue Bonds (Aa3/AA-/AA-/AA)		2001B	12/19/01	1/1/2032	148.200	-	107.280	-	107.280	2.02	
		2001C	12/1/01	1/1/2032	148.200	-	67.000	40.275	107.275	2.57	
		2002F	11/13/02	11/1/2032	246.480	-	-	171.555	171.555	3.59	
		2003B	12/10/03	1/1/2033	250.000	-	149.940	18.745	168.685	1.93	
		2005A	5/11/05	11/1/2035	150.000	-	88.060	22.650	110.710	2.37	
		2005B	7/7/05	1/1/2032	800.000	-	-	570.900	570.900	3.73	
	2008A	3/27/08	11/15/2038	822.770	24.165	-	-	24.165	4.93		

MTA DEBT OUTSTANDING (\$ in Millions)

2/1/2018

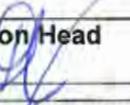
Type of Credit	Underlying Ratings (Moody's /S&P / Fitch/ Kroll)	Series	BPA Sale Date	Series Original Final Maturity	Principal Iss. Amount	Outstanding			Total Outstanding	TIC ¹	Notes
						Fixed Amount	Variable Amount	Synthetic Fixed Amount			
		2008B	3/27/08	11/15/2038	252.230	103.120	63.650	-	166.770	3.39	
		2008C	7/30/08	11/15/2038	629.890	210.145	-	-	210.145	4.72	
		2009A	2/18/09	11/15/2038	475.000	259.095	-	-	259.095	4.73	
		2009B	9/17/09	11/15/2039	200.000	200.000	-	-	200.000	3.63	
		2010A	10/28/10	11/15/2040	346.960	303.575	-	-	303.575	3.45	
		2011A	10/13/11	1/1/2028	609.430	94.875	-	-	94.875	3.59	
		2012A	6/6/12	11/15/2042	231.490	176.555	-	-	176.555	3.69	
		2012B	8/23/12	11/15/2032	1,236.898	1,184.990	-	-	1,184.990	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	153.740	-	-	153.740	3.71	
		2014A	2/6/14	11/15/2044	250.000	200.380	-	-	200.380	4.28	
		2015A	5/15/15	11/15/2050	225.000	198.885	-	-	198.885	4.18	
		2015B	11/16/2015	11/15/2045	65.000	62.720	-	-	62.720	3.88	
		2016A	1/28/2016	11/15/2046	541.240	523.265	-	-	523.265	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	
		2017C	11/17/2017	11/15/2042	720.990	720.990	-	-	720.990	2.81	
		2018A	2/1/2018	11/15/2048	351.435	351.930	-	-	351.930	3.84	
				Total	10,361.383	6,228.600	475.930	824.125	7,528.655	3.33	
										WATIC	
TBTA Subordinate Revenue Bonds (A1/A+/A+/AA-)		2000ABCD	11/02/00	1/1/2019	263.000	-	7.700	11.150	18.850	4.65	
		2002E	11/13/02	11/15/2032	756.095	139.825	-	-	139.825	5.34	
		2008D	7/30/08	11/15/2028	491.110	135.520	-	-	135.520	4.69	
		2013A	1/29/13	11/15/2032	761.600	743.480	-	-	743.480	3.13	
		2013D Taxable	12/19/2013	11/15/2032	313.975	160.750	148.470	-	309.220	2.52	
				Total	2,585.780	1,179.575	156.170	11.150	1,346.895	3.40	
										WATIC	
MTA Dedicated Tax Fund Bonds (NAF/AA/AA/NAF)		2002B	9/5/02	11/1/2022	440.000	-	265.200	-	265.200	2.04	
		2004A	3/10/04	11/15/2018	250.000	23.590	-	-	23.590	3.49	
		2004B	3/10/04	11/15/2028	500.000	48.910	-	-	48.910	4.51	
		2004C	12/21/04	11/15/2018	120.000	7.170	-	-	7.170	3.77	
		2008A	6/25/08	11/1/2031	352.915	-	5.590	326.860	332.450	4.19	
		2008B	8/7/08	11/1/2034	348.175	234.700	79.740	-	314.440	2.71	
		2009B	4/30/09	11/15/2030	500.000	16.260	-	-	16.260	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	443.235	-	-	443.235	3.91	
		2011A	3/31/11	11/15/2021	127.450	41.225	-	-	41.225	2.99	
		2012A	10/25/12	11/15/2032	1,065.335	982.815	-	-	982.815	3.07	
		2016A	3/10/16	11/15/2036	579.995	569.940	-	-	569.940	2.98	
		2016B	5/26/16	11/15/2056	588.305	582.775	-	-	582.775	3.37	
		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	7,118.255	4,693.710	350.530	326.860	5,371.100	3.55	
										WATIC	
				All MTA Total	52,279.032	32,681.962	2,268.265	2,297.235	37,247.462	3.39	
State Service Contract Bonds (AA/AA)		2002A	6/5/02	7/1/2031	1,715.755	34.490	-	-	34.490	5.29	
		2002B	6/26/02	7/1/2031	679.450	-	-	-	-	0.00	
				Total	2,395.205	34.490	-	-	34.490	5.29	
										WATIC	
MTA Special Obligation Bonds Aaa		2014 Taxable	8/14/14	7/1/2026	348.910	277.705	-	-	277.705	2.66	
					348.910	277.705	-	-	277.705	2.66	
										WATIC	
MTA Hudson Rail Yards Trust Obligations² (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	56,080.577	34,051.587	2,268.265	2,297.235	38,617.087	3.41	

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%.

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Staff Summary

Subject MTA 2018 Budget and 2018-2021 Financial Plan <i>(Revised per February Financial Plan)</i>
Department Chief Financial Officer
Department Head Name Robert E. Foran
Department Head Signature 
Project Manager/Division Head Douglas F. Johnson 

Date February 20, 2018
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

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

Internal Approvals			
Order	Approval	Order	Approval
		1	Legal 
		2	Chief of Staff 
		3	Managing Director 

Purpose:

To secure MTA Board (i) adoption of the accompanying **2018 Final Proposed Budget and the Four-Year Financial Plan 2018-2021 ("February Plan" or "Plan")**, which includes approving the 2017 Final Estimate and Plan Adjustments (items below the baseline), and (ii) authorization of Budget and Plan adjustments, including MTA efficiency targets and policy actions, as set forth in this Staff Summary. This Plan reflects a "phase-in" of the Subway Action Plan (SAP) to match available funding. It also captures subsidy forecasts that are lower than those projected in the November Plan. This Plan captures favorable 2017 results at MTA Bridges and Tunnels as well as projected debt service savings from advance refunding transactions in December 2017 and the draw-down of capital cash balances in lieu of additional bonding. The February Plan also captures minor timing and other technical adjustments to MTA and Agency forecasts.

Discussion:

In December, the MTA Board approved the 2018 Budget and 2018-2021 November Financial Plan which projected small cash balances through 2019, with deficits of \$352 million in 2020 and \$643 million in 2021. The November Plan reflected: \$1.14 billion in lower real estate revenues since the 2017 Adopted Budget, an average annual decline of \$229 million; proposed 4 percent fare/toll increases in 2019 and 2021, consistent with previous plans; annual recurring cost savings targets increasing from \$214 million in 2018 to \$418 million in 2021; and, the use of some reserves to offset expenses.

That Plan also assumed that the SAP would be fully funded; however, in recognition of the uncertainty of that funding, the staff summary for Plan approval included the following language: "Recommend necessary changes to the scope of the Subway Action Plan in the February Plan to match available funding, as well as authorization to make corresponding changes to the Budget."

Subsequent events - On January 16, 2018 the New York State 2018-2019 Executive Budget was released; it includes \$254 million in funding intended to cover half of the operating expenses and \$174 million to cover half of the capital funding of the original SAP. On February 1, 2018, the City of New York's 2019 Preliminary Budget was released. The City's 2019 Preliminary Budget does not include funding for the SAP. Reflecting this reduced funding level, the MTA is recommending a "phase-in" of the SAP to match available funding from the State, prioritizing the elements most critical to reducing incidents and delays and improving service reliability.

This Plan is an adjusted version of the plan approved by the Board in December. In addition to lower costs from the phase-in of the SAP this Plan reflects: Metropolitan Mass Transportation Operating Assistance (MMTOA) subsidy forecasts that are lower than those projected in the November Plan; favorable 2017 results at MTA Bridges and Tunnels; projected debt service savings from advance refunding transactions in December 2017; the draw-down of capital cash balances in lieu of additional bonding; and minor timing and other technical adjustments to MTA and Agency forecasts. These changes are described in detail within the February Plan materials. This Plan funds all the other programs that were included in the November Plan.

Factoring in the above-described adjustments, ending cash positions have changed from the November Plan. This Plan is projecting year-end cash balances of \$118 million in 2017, \$9 million in 2018 and \$4 million in 2019, with projected cash deficits of \$403 million in 2020 and \$602 million in 2021 (see attachment A). New sources of operating, or acceleration of State/City capital, funding will be necessary to reduce these out-year deficits.

Recommendation:

It is recommended that the Board:

- Adopt the 2018 Final Proposed Budget and Four-Year Financial Plan 2018-2021 (February Plan), which includes approving the 2017 Final Estimate and Plan Adjustments (items below the baseline). The approval of this Plan will supersede prior Board Plan approvals for this period, including that of December 2017. As stated in the December Staff Summary, the projected 2019 and 2021 fare/toll increase proposals will require separate Board action in advance of those dates.
- Reauthorize staff, under the guidance and direction of the Chairman, Managing Director, and Chief Financial Officer or their designees to take actions to implement the policy actions set forth in the Plan.
- Authorize staff to carry out the phased-in SAP.
- Reauthorize staff to carry out all actions, including budget and cash management, that were included within the recommendation section of the December Staff Summary (see attachment B), but excluding those references to SAP reductions that have already been taken and are no longer applicable.
- Authorize staff to expand the SAP should additional funding become available.

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2018-2021
MTA Consolidated Statement Of Operations By Category
(\$ in millions)

Line No.	Non-Reimbursable	Actual 2016	Final Estimate 2017	Adopted Budget 2018	2019	2020	2021
10	Operating Revenue						
11	Farebox Revenue	\$6,050	\$6,172	\$6,277	\$6,308	\$6,347	\$6,353
12	Toll Revenue	1,870	1,906	1,923	1,937	1,946	1,953
13	Other Revenue	688	665	673	685	718	720
14	Capital and Other Reimbursements	0	0	0	0	0	0
15	Total Operating Revenue	\$8,608	\$8,744	\$8,873	\$8,930	\$9,011	\$9,026
17	Operating Expense						
18	Labor Expenses:						
19	Payroll	\$4,839	\$5,037	\$5,285	\$5,455	\$5,592	\$5,712
20	Overtime	771	882	794	795	810	840
21	Health & Welfare	1,172	1,214	1,345	1,441	1,530	1,627
22	OPEB Current Payment	562	569	638	692	751	816
23	Pensions	1,370	1,326	1,340	1,360	1,359	1,373
24	Other-Fringe Benefits	948	889	895	930	966	996
25	Reimbursable Overhead	(425)	(476)	(432)	(412)	(389)	(383)
26	Total Labor Expenses	\$9,238	\$9,441	\$9,864	\$10,262	\$10,620	\$10,981
28	Non-Labor Expenses:						
29	Electric Power	\$406	\$444	\$505	\$519	\$547	\$604
30	Fuel	125	147	153	152	177	187
31	Insurance	(21)	30	30	33	38	44
32	Claims	464	314	320	328	329	330
33	Paratransit Service Contracts	384	391	416	440	467	492
34	Maintenance and Other Operating Contracts	631	751	777	763	762	801
35	Professional Service Contracts	401	575	563	469	462	459
36	Materials & Supplies	586	606	673	667	707	705
37	Other Business Expenses	193	209	213	225	233	238
38	Total Non-Labor Expenses	\$3,168	\$3,467	\$3,651	\$3,594	\$3,723	\$3,860
40	Other Expense Adjustments:						
41	Other	\$47	\$52	\$49	\$50	\$52	\$53
42	General Reserve	0	0	160	165	175	180
43	Total Other Expense Adjustments	\$47	\$52	\$209	\$215	\$227	\$233
45	Total Operating Expense before Non-Cash Liability Adj.	\$12,454	\$12,960	\$13,724	\$14,071	\$14,569	\$15,073
47	Depreciation	\$2,443	\$2,615	\$2,674	\$2,741	\$2,808	\$2,870
48	OPEB Liability Adjustment	1,562	1,681	1,776	1,871	1,975	2,084
49	GASB 68 Pension Expense Adjustment	(219)	(172)	(235)	(229)	(246)	(284)
50	Environmental Remediation	12	4	6	6	6	6
52	Total Operating Expense after Non-Cash Liability Adj.	\$16,252	\$17,088	\$17,945	\$18,461	\$19,112	\$19,750
54	Conversion to Cash Basis: Non-Cash Liability Adjs.	(\$3,798)	(\$4,128)	(\$4,222)	(\$4,390)	(\$4,542)	(\$4,677)
56	Debt Service (excludes Service Contract Bonds)	2,459	2,507	2,573	2,785	2,995	3,162
58	Total Operating Expense with Debt Service	\$14,912	\$15,467	\$16,297	\$16,857	\$17,565	\$18,235
60	Dedicated Taxes and State/Local Subsidies	\$6,666	\$6,469	\$6,601	\$6,817	\$6,983	\$7,206
62	Net Surplus/(Deficit) After Subsidies and Debt Service	\$362	(\$254)	(\$822)	(\$1,110)	(\$1,571)	(\$2,003)
64	Conversion to Cash Basis: GASB Account	0	0	(8)	(18)	(29)	(42)
65	Conversion to Cash Basis: All Other	(594)	80	146	214	92	21
67	CASH BALANCE BEFORE PRIOR-YEAR CARRYOVER	(\$232)	(\$174)	(\$685)	(\$915)	(\$1,508)	(\$2,024)
68	ADJUSTMENTS	0	45	576	910	1,101	1,422
69	PRIOR-YEAR CARRYOVER	480	248	118	9	4	0
70	NET CASH BALANCE	\$248	\$118	\$9	\$4	(\$403)	(\$602)

METROPOLITAN TRANSPORTATION AUTHORITY
February Financial Plan 2018-2021
Plan Adjustments
(\$ in millions)

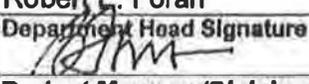
Line No.	Actual 2016	Final Estimate 2017	Adopted Budget 2018	2019	2020	2021
11	Cash Balance Before Prior-Year Carry-over					
	(\$232)	(\$174)	(\$685)	(\$915)	(\$1,508)	(\$2,024)
13	Fare/Toll Increases:					
14		-	-	274	323	323
15		-	-	-	-	286
16		-	-	(10)	(10)	(20)
17	Sub-Total	\$0	\$0	\$263	\$313	\$590
19	MTA Efficiencies - Not Yet Implemented		(\$0)	\$214	\$309	\$388
21	Policy Actions:					
22		-	65	-	-	-
23		-	-	65	65	65
24		-	8	19	30	43
25		-	52	53	54	55
26	Subway Action Plan (SAP):					
27		97	159	150	150	150
28		(97)	(159)	(150)	(150)	(150)
29		(63)	63	-	-	-
30		-	254	150	150	150
31		80	(80)	-	-	-
32	Sub-Total	\$17	\$362	\$286	\$299	\$313
34	MTA Re-estimates:					
35		28	-	-	-	-
36		-	-	50	101	101
37	Sub-Total	\$28	\$0	\$50	\$101	\$101
39	TOTAL ADJUSTMENTS		\$45	\$576	\$910	\$1,101
40						\$1,422
41		480	248	118	9	4
42						0
43	Net Cash Surplus/(Deficit)		\$248	\$118	\$9	\$4
					(\$403)	(\$602)



Staff Summary

REVISED: 12.11.2017

Page 1 of 7

Subject MTA 2018 Budget and 2018-2021 Financial Plan						Date December 11, 2017			
Department Chief Financial Officer						Vendor Name			
Department Head Name Robert E. Foran						Contract Number			
Department Head Signature 						Contract Manager Name			
Project Manager/Division Head Douglas F. Johnson 						Table of Contents Ref #			
Board Action						Internal Approvals			
Order	To	Date	Approval	Info	Other	Order	Approval	Order	Approval
1	Finance Comm.	12/11							
2	Board	12/13						1	Legal 
								2	Chief of Staff 
								3	Managing Director 

Purpose:

To secure MTA Board (i) adoption of the accompanying **2018 Final Proposed Budget and the Four-Year Financial Plan 2018-2021** ("November Plan" or "Plan"), which includes approving the 2017 Final Estimate and Plan Adjustments (Items below the baseline), and (ii) authorization of Budget and Plan adjustments, including MTA efficiency targets and policy actions, as set forth below in this Staff Summary.

Discussion:

This document summarizes the **November Plan** presented to the Board for Information purposes at the November Board meeting, which projects ending cash balances of \$78 million in 2017, \$30 million in 2018, and \$69 million in 2019 with projected cash deficits of \$352 million in 2020 and \$643 million in 2021 (see attachment A). Since 2010, MTA financial plans – which are developed in a disciplined, consistent, and transparent process – have included the impact of our continuous pursuit of operational efficiencies and recurring cost reductions which are used to temper the amount of revenues needed from biennial fare and toll increases and governmental subsidies and provide funding for the capital program and enhanced maintenance. The Plans have added service when sustainable while also addressing long-term costs such as pensions, health care, paratransit, and debt service previously considered "uncontrollable."

The November Plan captures the major assumptions that were first identified in the July Plan. It is updated to reflect stakeholder input and the impact of new developments and risks. It includes a revised current year forecast and finalization of the proposed budget for the upcoming year along with projections for the three out-years.

The **July Plan** was based on three key inter-related elements: (i) fare and toll price increases of 4% in 2019 and 2021; (ii) annually recurring cost reduction cost containment targets that will increase the level of annual savings to \$2.3 billion per year by 2021; and (iii) support for \$100 million in additional funding needed for the amended Capital Program. The July Plan also funded important new investments over the plan period including \$484 million for improved maintenance/operations and customer experience enhancements.

The July Plan included certain MTA actions to address unfavorable changes from the February Plan, most notably a significant reduction in real estate transaction revenue, which remain in the November Plan assumptions:

- Increased savings targets by \$150 million per year, starting in 2018 with an incremental increase of \$50 million per year thereafter, growing to \$300 million in 2021;
- Restoration of PMT Replacement Funds to \$307 million a year (\$65 million per year);
- Suspended contributions to the B&T Necessary Reconstruction Reserve Fund from 2018-2021 (\$214 million) instead of PAYGO;
- Use of \$135 million of the \$155 million in the 2017 General Reserve; and
- Suspended planned contributions to the GASB 45 OPEB reserves, set aside to fund Other Post-Employment Benefits (principally, retiree healthcare costs), beginning in 2018 (\$101 million).

The July Plan was balanced through 2019 with funding gaps of \$112 million in 2020 and \$493 million in 2021.

Changes from the July Plan

There have been revenue and expense re-estimates and other changes since the July Plan:

Changes and re-estimates worsening financial results over the Plan period:

- Lower farebox/toll revenue estimates (\$281 million)
- Lower real estate transaction forecasts (\$147 million)
- Lower advertising revenue (\$143 million)
- Lower MMTOA receipts (\$80 million)

Changes and re-estimates improving financial results over the Plan period:

- Lower debt service costs (\$189 million)

In total, changes and re-estimates, including the above, are \$309 million unfavorable for the plan period.

Highlights of the November Plan

The November Plan continues to follow the approach reflected in earlier plans and contains many noteworthy items:

Subway Action Plan (SAP). This \$1.5 billion investment over the Plan period will target the key drivers of 79 percent of the major incidents that cause service delays, including signals, track and power issues. It also addresses water-related damage and corrosion, track fires, car breakdowns, police activity and station issues. The investment funds the following core areas: track/infrastructure, signals, power, fleet, stations and communications. The Subway Action Plan will “jump start” improvements over the next 14 months, then maintain this level of effort going forward.

Using existing reserves and available cash, the MTA will provide the initial operating and capital cash-flow funding of this work with the expectation of full reimbursement in 2018. The Governor has committed to funding one half of the costs of this program. If new funding commitment for the remaining cost of the program is not forthcoming, the SAP will be scaled back to a sustainable level and the February Plan will be adjusted.

The 2018 operating costs are reflected in the proposed 2018 budget. All capital costs are being presented in a proposed amendment to the 2015-2019 Capital Plan.

Hold projected fare/toll increases to 4% in 2019 and 2021. The Plan continues to project 4% biennial fare/toll increases (the equivalent of 2% per year) which is lower than the projected two-year inflation rates of 5.5% and 5.3% in 2019 and 2021, respectively. Consistent with recent Plans, a March 1st implementation is assumed for both the 2019 and 2021 increases. The annualized yield of these increases is projected to be \$321 million and \$336 million, respectively.

Increase annually recurring savings targets. The Plan maintains the annual savings targets proposed in February and July (\$200 million in 2018, \$250 million in 2019, \$300 million in 2020 and \$350 million in 2021). While these aggressive targets will be harder to achieve, the MTA remains committed to meeting them. Some \$593 million in savings have been implemented or identified in the July and November Plans. The July Plan captured \$509 million of savings in areas including: health & welfare, headcount efficiencies, Enterprise Asset Management (EAM) program, paratransit, maintenance, and Information Technology (IT). The November Plan identifies \$84 million in savings that include reduced prescription benefit costs at NYCT and operational efficiencies at B&T.

Since 2010, the MTA has implemented initiatives with annualized savings of \$1.9 billion. These programs, when combined with the additional targets from February and July will result in annual savings of \$2.3 billion by 2021.

Other MTA Actions

As previously described, the July Plan was balanced in part by using \$135 million from its \$155 million General Reserve and by suspending planned funding to certain reserve accounts. In addition, the July Plan assumed the restoration of PMT Replacement Funds from NYS of \$307 million (\$65 million per year). This Plan retains all of those assumptions. In addition, it assumes that the \$149 million GASB 45 OPEB Reserve and the remaining \$20 million from the 2017 General Reserve used to advance the funding of the SAP in 2017 and early 2018 will be reimbursed by the State and other funding sponsors and then used to offset operating expenses in 2018.

The “Bottom Line”

Combined, the above noted changes and re-estimates and recommendations result in a net worsening to MTA's financial forecast over the plan period. As detailed in the following chart, this Plan is balanced through 2019; however, July projected gaps for 2020 and 2021 of \$112 million and \$362 million are increasing to \$352 million and \$643 million, respectively.

Challenges Going Forward

There are many challenges and risks ahead:

Secure full funding for the Subway Action Plan. The implementation of the SAP will provide critical and measurable improvements to the performance of our subway system and in the quality of service provided to our customers. As previously mentioned, the MTA has received a commitment from the Governor that the State will fund half of the SAP's cost. If an additional funding commitment is not forthcoming, the SAP will be adjusted commensurate with available funding and the February Plan will be adjusted.

Secure new sustainable funding for operations and capital. The plan assumes aggressive cost-cutting yet is still projecting significant out-year gaps. In order to sustain operations and protect investments made to date and/or planned, the MTA will almost certainly require a new source of future funding to support its operating and capital budgets.

Biennial fare and toll increases. While we work diligently to control costs, the reality is that combined fares and tolls only cover approximately half of operating costs (“Farebox Operating Ratio”) and a little more than a third of total costs, including capital costs (“Farebox Recovery Ratio”). Moreover, many costs are dependent on pricing factors beyond our direct control (e.g., energy, health & welfare and pensions). If projected fare and toll increases are not implemented, our financial situation will quickly deteriorate as revenue will not be able to keep pace with inflation and other cost growth.

Achieve cost reduction targets. Efforts to reduce costs will continue, but it becomes increasingly challenging as much of the “low hanging fruit” has been harvested. Unidentified savings targets are \$214 million in 2018, \$309 million in 2019, \$388 million in 2020, and \$418 million in 2021. We recognize that these targets are aggressive and will be harder to achieve, but we are committed to meeting these goals. If we do not achieve our targets, operating gaps will occur earlier and be larger. We must also remain focused on existing cost control efforts to avoid backsliding, as we cannot afford to “give back” any of the savings that we have worked so hard to achieve to date.

Increased investments in maintenance/operations and customer experience enhancements. Our challenge is to continue maintaining and improving our operations, even as growing ridership puts more demands on our aging infrastructure, including our 113-year old subway system. We need to find more efficient ways to improve our System, move our customers, and enhance their experience.

General economic conditions. The finances of the MTA are highly influenced by economic factors. Passenger and toll revenues, dedicated taxes and subsidies (including real estate transaction tax revenue), debt service, pensions and energy costs are all impacted by the health of the economy. If the economic assumptions reflected in the Plan are not realized, the November Plan projected results could be adversely affected.

Potentially higher interest rates greater than forecast. The November Financial Plan includes interest rate assumptions in line with the Federal Open Markets Committee’s recent actions and policy statements on future actions. Changes in economic activity may result in increases of the federal funds rate, which in turn could lead to an increase in bond rates greater than projected in the Plan and ultimately increase our debt service costs.

Recommendation:

It is recommended that the Board:

- Adopt the 2018 Final Proposed Budget and Four-Year Financial Plan 2018-2021 (November Plan), which includes approving the 2017 Final Estimate and Plan Adjustments (items below the baseline). The approval of this Plan will supersede prior Board Plan approvals for this period. Note that the projected 2019 and 2021 fare/toll increase proposals will require separate Board action in advance of those dates.
- Authorize staff, under the guidance and direction of the Chairman, Managing Director, and Chief Financial Officer or their designees to take actions to implement the policy actions set forth in the Plan.
- Policy actions include the full funding of the Subway Action Plan. The Plan assumes NYS funding for half of the costs of the SAP, including debt service. The Plan assumes a new source of funding for the other half of the SAP cost. The Plan also includes the reimbursement of MTA's advance funding of SAP costs in 2017 and early 2018 (see below), and the operating budget will temporarily fund 2017 capital costs that are expected to be paid back from the Capital Program in 2018. The Plan assumes that if new funding commitments are not forthcoming, the SAP will be scaled back to a sustainable level.
- Recommend necessary changes to the scope of the Subway Action Plan in the February Plan to match available funding, as well as authorization to make corresponding changes to the Budget.
- Authorize staff to draw down the unexpended 2017 general reserve (\$155 million). The July Plan assumed the drawdown of \$135 million; the remaining \$20 million will be used to provide advance cash-flow funding of the Subway Action Plan (SAP) in 2017. The \$20 million is assumed to be restored in 2018 upon the reimbursement from NYS and a new funding source, and will roll into the 2018 cash balance.
- Authorize staff to draw down \$80 million of GASB 45 OPEB Reserves to provide advance cash-flow funding of the SAP in 2017. Funds are assumed to be restored to the GASB 45 OPEB Reserves in 2018 upon the reimbursement from NYS and a new funding source.
- Authorize staff to draw down the \$149.5 million GASB 45 OPEB Reserves balance (after restoration of \$80 million advance) to offset expenses in 2018.
- Authorize staff to suspend planned contributions to the GASB 45 OPEB Reserves beginning in 2018. This action would reduce operating-funded contributions by \$101 million over the plan period.
- Authorize staff to suspend contributions to B&T's Necessary Reconstruction Reserve from 2018 to 2021. This action would reduce operating-funded contributions by \$214 million over the plan period, still leaving \$321 million in the fund.
- Authorize technical adjustments to MTA budgets and forecasts of a non-material nature in the February Plan.
- Authorize adjustment of MTA budgets and forecasts to reflect labor settlements approved from time to time by the Board.

- Authorize staff, under the guidance and direction of the Chairman, Managing Director, the Chief Financial Officer or their designees (including the MTA Treasurer), to take additional budget and cash management actions, as has been done in past budgets, to draw on the general reserve and/or make budget adjustments to respond to unexpected expenses or revenue/subsidy shortfalls, and other actions described below:

Advance of Bridges and Tunnels Operating Surplus

The Board is requested to authorize Bridges and Tunnels to advance to MTA and NYC Transit, to the extent funds are available, all or part of the estimated operating surplus for the year 2018.

Uses of MTA MRT-2 Corporate Account Monies

Unlike many other forms of intergovernmental aid, these subsidy monies, by statute, can be allocated at the Board's discretion. It is recommended that the Board authorize that these funds be used as set forth in the Plan, authorize staff to administer these funds in a manner consistent with the Plan, and to temporarily help stabilize cash-flow requirements. As in the past, the advance of funds to the MTA and its affiliates and subsidiaries to stabilize cash-flow requirements may be made, provided they are repaid prior to the end of the fiscal year in which made.

Uses of Payroll Mobility Tax (and Replacement Funds) and MTA Aid

Like the MRT-2 Corporate Account moneys, these subsidy monies, by statute, can be allocated at the Board's discretion. It is recommended that the Board authorize that the revenues from the PMT (and Replacement Funds) be released as needed: (i) for pledged revenues by MTA to secure and be applied to the payment of bonds to be issued in the future, to fund capital projects of MTA, its subsidiaries, and MTA New York City Transit and its subsidiary and (ii) to pay capital costs, including debt service of MTA, its subsidiaries, and MTA New York City Transit and its subsidiary. It is further recommended that the Board authorize that subject to the provisions of any such pledge, or in the event there is no such pledge, the PMT Revenues be used by MTA to pay for costs, including operating and capital costs of MTA, its subsidiaries and MTA New York City Transit and its subsidiary.

Further, it is recommended that the Board authorize that the revenues in the MTA Aid Trust Account (derived from four fees and taxes imposed in the Metropolitan Commuter Transportation District – a supplemental motor vehicle license fee, a supplemental motor vehicle registration fee, a tax on medallion taxicab rides, and a supplemental tax on passenger car rentals) be released as needed and used as pledged revenues by MTA or pledged to the Triborough Bridge and Tunnel Authority to secure debt of MTA Bridges and Tunnels. Further, subject to the provisions of such pledge, or in the event there is no such pledge, the Board authorizes the release of these funds to be used by MTA for the payment of operating and capital costs of the MTA and its subsidiaries, and New York City Transit, and its subsidiary.

Inter-Agency Loans

The Board is requested to authorize staff acting under Section 1266 (6-a) of the Public Authorities Law, to enter into inter-agency loan agreements among the MTA and its affiliates and subsidiaries. This authorization would allow the temporary movement of funds among agencies to meet cash flow requirements for operating or capital purposes resulting from a mismatch between the receipt of subsidies and other monies and cash flow needs. The statute requires that any such inter-agency loans be repaid no later than the end of the next succeeding calendar year.

Use of Stabilization Reserve: Provision for Prompt Payment of Contractual Obligations

In 1996, the Board approved the establishment of a Stabilization Reserve, to be held by the MTA Treasurer (the "Treasurer"), to stabilize MTA Agencies' cash flow requirements. The fund consists of two accounts, the MTA New York City Transit Account (the "Transit Account") and the MTA Commuter Railroad Account (the "Commuter Railroad Account"). The Board is requested to authorize the use of any balances in such accounts, plus any amounts authorized to be transferred to such accounts, to meet the cash flow requirements of MTA New York City Transit and the MTA Commuter Railroads and to authorize MTA New York City Transit to pay to the Treasurer for deposit in the Transit Account such amounts as it deems necessary to accomplish the purpose thereof, consistent with this Plan; and the Treasurer to pay into the Commuter Railroad Account, such amounts as are deemed necessary to accomplish the purpose thereof, consistent with this Plan. The Treasurer, upon request of MTA New York City Transit, shall pay to NYCT such amounts as are necessary to meet cash flow requirements of NYCT and shall transfer from the Commuter Railroad Account such amounts as are necessary to meet the cash flow requirements of MTA Commuter Railroads. The Treasurer shall also use such funds as from time to time may be necessary or convenient to timely make debt service payments on MTA bonds.

Government Accounting Standards Board (GASB) Contributions

In 2008, the MTA approved the establishment of the "MTA Retiree Welfare Benefits Trust" ("OPEB Trust") to govern the administration and investment of the OPEB trust assets. Through 2014, \$300 million was moved into the trust. The Treasurer will continue to hold the remaining funds set aside in discrete sub-accounts that comprise the GASB Account. The Treasurer is authorized to use the GASB accounts to fund intra-agency loans as well as inter-agency loans. If an agency uses its own GASB funds to meet 2018 cash flow needs, the amounts withdrawn in 2018 must be paid back by December 31, 2020. If the GASB funds are used as inter-agency loans in 2018, they would be subject to repayment no later than December 31, 2019, consistent with the Inter-Agency Loan provision described above.

As noted above, the Plan assumes that the remaining \$149.5 million in the GASB 45 OPEB Reserves account will be needed to offset expenses in 2018. The Treasurer remains authorized to make intra-agency and inter-agency loans in 2018 with any available funds.

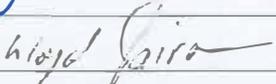
METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2018-2021
MTA Consolidated Statement Of Operations By Category
(\$ in millions)

Line No.	Non-Reimbursable	Actual 2016	Final Estimate 2017	Final Proposed Budget 2018	2019	2020	2021
10	Operating Revenue						
11	Farebox Revenue	\$6,050	\$6,172	\$6,277	\$6,308	\$6,347	\$6,353
12	Toll Revenue	1,870	1,906	1,923	1,937	1,946	1,953
13	Other Revenue	688	668	685	697	730	732
14	Capital and Other Reimbursements	0	0	0	0	0	0
15	Total Operating Revenue	\$8,608	\$8,747	\$8,886	\$8,942	\$9,023	\$9,038
17	Operating Expense						
18	Labor Expenses:						
19	Payroll	\$4,839	\$5,040	\$5,360	\$5,552	\$5,676	\$5,799
20	Overtime	771	879	829	806	819	849
21	Health & Welfare	1,172	1,214	1,364	1,469	1,556	1,655
22	OPEB Current Payment	562	569	638	692	751	816
23	Pensions	1,370	1,326	1,351	1,371	1,369	1,384
24	Other-Fringe Benefits	948	892	918	951	985	1,015
25	Reimbursable Overhead	(425)	(476)	(426)	(410)	(388)	(384)
26	Total Labor Expenses	\$9,238	\$9,444	\$10,033	\$10,433	\$10,768	\$11,133
28	Non-Labor Expenses:						
29	Electric Power	\$406	\$444	\$505	\$519	\$547	\$604
30	Fuel	125	147	153	152	177	187
31	Insurance	(21)	30	30	33	38	44
32	Claims	464	314	320	328	329	330
33	Paratransit Service Contracts	384	391	416	440	467	492
34	Maintenance and Other Operating Contracts	631	746	858	780	783	810
35	Professional Service Contracts	401	573	518	466	460	458
36	Materials & Supplies	586	617	719	709	730	728
37	Other Business Expenses	193	209	206	217	225	230
38	Total Non-Labor Expenses	\$3,168	\$3,471	\$3,726	\$3,644	\$3,757	\$3,883
40	Other Expense Adjustments:						
41	Other	\$47	\$52	\$49	\$50	\$52	\$53
42	General Reserve	0	155	160	165	175	180
43	Total Other Expense Adjustments	\$47	\$207	\$209	\$215	\$227	\$233
45	Total Operating Expense before Non-Cash Liability Adj.	\$12,454	\$13,122	\$13,968	\$14,292	\$14,752	\$15,249
47	Depreciation	\$2,443	\$2,615	\$2,674	\$2,741	\$2,808	\$2,870
48	OPEB Liability Adjustment	1,562	1,681	1,776	1,871	1,975	2,084
49	GASB 68 Pension Expense Adjustment	(219)	(172)	(235)	(229)	(246)	(284)
50	Environmental Remediation	12	4	6	6	6	6
52	Total Operating Expense after Non-Cash Liability Adj.	\$16,252	\$17,250	\$18,190	\$18,681	\$19,294	\$19,926
54	Conversion to Cash Basis: Non-Cash Liability Adjs.	(\$3,798)	(\$4,128)	(\$4,222)	(\$4,390)	(\$4,542)	(\$4,677)
56	Debt Service (excludes Service Contract Bonds)	2,459	2,525	2,604	2,800	3,029	3,225
58	Total Operating Expense with Debt Service	\$14,912	\$15,647	\$16,573	\$17,092	\$17,781	\$18,474
60	Dedicated Taxes and State/Local Subsidies	\$6,666	\$6,470	\$6,659	\$6,949	\$7,119	\$7,340
62	Net Surplus/(Deficit) After Subsidies and Debt Service	\$362	(\$430)	(\$1,028)	(\$1,201)	(\$1,639)	(\$2,097)
64	Conversion to Cash Basis: GASB Account	0	0	(8)	(18)	(29)	(42)
65	Conversion to Cash Basis: All Other	(594)	88	9	207	97	24
67	CASH BALANCE BEFORE PRIOR-YEAR CARRYOVER	(\$232)	(\$342)	(\$1,028)	(\$1,012)	(\$1,572)	(\$2,114)
68	ADJUSTMENTS	0	172	979	1,051	1,150	1,471
69	PRIOR-YEAR CARRYOVER	480	248	78	30	69	0
70	NET CASH BALANCE	\$248	\$78	\$30	\$69	(\$352)	(\$643)

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2018-2021
Plan Adjustments
(\$ in millions)

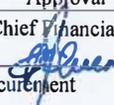
Line No.	Actual 2016	Final Estimate 2017	Final Proposed Budget 2018	2019	2020	2021
11	(\$232)	(\$342)	(\$1,028)	(\$1,012)	(\$1,572)	(\$2,114)
13	Fare/Toll Increases:					
14		-	-	274	323	323
15		-	-	-	-	286
16		-	-	(10)	(10)	(20)
17	Sub-Total	\$0	\$0	\$263	\$313	\$590
19	MTA Efficiencies:					
20		(0)	14	59	88	68
21		-	50	50	50	50
22		-	150	200	250	300
23	Sub-Total	(\$0)	\$214	\$309	\$388	\$418
25	Policy Actions:					
26	2017 July Plan:					
27		-	65	65	65	65
28		-	8	19	30	43
29		-	52	53	54	55
30		135	-	-	-	-
31	2017 November Plan:					
32	<u>Subway Action Plan (SAP):</u>					
33		100	408	342	301	301
34		(100)	(408)	(342)	(301)	(301)
35		-	(20)	(21)	(21)	(21)
36		(63)	63	-	-	-
37		-	264	181	161	161
38		-	264	181	161	161
39		80	(80)	-	-	-
40		20	(20)	-	-	-
41		-	149	-	-	-
42		-	20	-	-	-
43	Sub-Total	\$172	\$766	\$478	\$450	\$463
45	TOTAL ADJUSTMENTS	\$0	\$172	\$979	\$1,051	\$1,471
47		480	248	78	30	69
48						0
49	Net Cash Surplus/(Deficit)	\$248	\$78	\$30	(\$352)	(\$643)

Staff Summary

Subject: 2017 TBTA Operating Surplus
Department: Finance
Department Head Name Mildred Chua
Department Head Signature 
Project Manager Name Lloyd Jairam 

Date February 14, 2018
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	MTA B&T Committee	02/20/18			
2	MTA Finance Committee	02/20/18			
3	MTA Board	02/20/18			

Internal Approvals			
Order	Approval	Order	Approval
2	President 	1	VP & Chief Financial Officer 
	Executive Vice President		VP Procurement
	General Counsel		VP Labor Relations
	VP Operations		VP & Chief Engineer

PURPOSE:

To obtain MTA Board approval of resolutions which will:

- Certify and transfer \$740,143,952 operating surplus to the MTA and NYCTA pursuant to Section 1219-a(2)(b) of the Public Authorities Law of the State of New York.
- Transfer \$1,476,772 representing 2017 investment income to the MTA pursuant to Section 569-c of the Public Authorities Law of the State of New York.
- Deduct from the operating revenues of the Triborough Bridge and Tunnel Authority for its fiscal year ending December 31, 2018 the amount of \$27,960,932, which amount shall be paid into the Necessary Reconstruction Reserve established by the Authority by resolution adopted March 29, 1968.
- Advance the 2018 TBTA Surplus as per attached Resolution.

DISCUSSION:

The attached calculation and letter from Deloitte & Touche LLP represents the Triborough Bridge and Tunnel Authority's operating surplus for fiscal year ending December 31, 2017. The amount of surplus available for transfer to the MTA and NYCTA is \$740,143,953. The amount of investment income that is surplus funds and available to transfer to MTA for fiscal year 2017 is \$1,476,772. It is also requested to set aside \$27,960,932 from operating revenues of the Triborough Bridge and Tunnel Authority for fiscal year ending December 31, 2018. This money will be used to pay for the cost and expense of current and anticipated necessary construction for the TBTA facilities.

BUDGET IMPACT: None.

ALTERNATIVES: None.

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

RESOLVED, that the Chairman and Chief Executive Officer or their related designees are hereby authorized to certify to the Mayor of the City of New York and to the Chairman of the Metropolitan Transportation Authority, that for the purposes of Section 1219-a (2) (e) of the Public Authorities Law of the State of New York, the amount of the Authority's operating surplus for its fiscal year ending December 31, 2017 is \$740,143,952.

RESOLVED, that this Authority hereby makes the following determination in respect of its operating surplus for its fiscal year ending December 31, 2017, for the purposes of Section 1219-a (2) (e) of the Public Authorities Law of the State of New York:

Operating Revenue	\$1,940,083,157
Operating Expense	<u>490,184,547</u>
	\$1,449,898,610
Establishment of Necessary Reconstruction Reserve Account	(27,515,186)
GASB Reserve	(0)
Debt Service on Bonds	(662,611,787)
Interest Income on Unexpended Bond Proceeds and Debt Service Fund	2,236,192
Purchase of Capital Assets Funded from Operations	(22,032,203)
Increase/(Decrease) in Prepaid Expenses and other Adjustments)	<u>168,326</u>
Operating Surplus	<u>\$ 740,143,952</u>

February 20, 2018

RESOLVED, that the amount of \$1,476,772 representing the Authority's investment income for the year 2017 is determined to be surplus funds of the Authority; and be it further

RESOLVED, that the amount of \$1,476,772 be transferred and paid over to Metropolitan Transportation Authority in a lump sum as soon as practicable pursuant to Section 569-c of the Public Authorities Law.

RESOLVED, that there be set aside and deducted from the operating revenues of the Triborough Bridge and Tunnel Authority for its fiscal year ending December 31, 2018 the amount of \$27,960,932 which amount shall be paid into the Necessary Reconstruction Reserve established by the Authority by resolution adopted March 29, 1968. Money credited to the Reserve, together with interest income earned thereon, are to be applied to the payment of the cost and expense of current and anticipated necessary construction of each of the TBTA Facilities within the meaning of the General Resolution Authorizing General Revenue Bonds (the "General Revenue Bond Resolution") of the Authority adopted on March 26, 2002.

RESOLVED, that the monies thus authorized will be advanced monthly during the fiscal year ending December 31, 2018 and used for the purposes of payment of the cost and expense of necessary construction of each of the TBTA Facilities.

RESOLVED, pursuant to the provisions of paragraphs (b), (c), and (d) of subdivision 2 of Section 1219-a of the Public Authorities Law, that the Chairman and Chief Executive Officer or their related designees are authorized in his discretion, to advance to Metropolitan Transportation Authority and New York City Transit Authority monthly, out of funds in the General Fund created by the General Revenue Bond Resolution which are attributable to the operations of the 2017 fiscal year (other than funds arising out of the investment of monies of the Authority) and which have been released and paid over to the Authority free and clear of the lien and the pledge of the General Revenue Bond Resolution as provided in Section 506 thereof, an aggregate amount not to exceed 90% of the Chairman's estimate of the sum which that month's operations, if available, will contribute to the "operating surplus" of the Authority which he anticipates will or may be certified and transferred for the fiscal year in which such month falls; and

February 20, 2018

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

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

Triborough Bridge and Tunnel Authority

(A Component Unit of the Metropolitan Transportation Authority)

Agreed Upon Procedures Performed in
Connection with the Schedule of Operating
Surplus for the Year Ended December 31, 2017

INDEPENDENT ACCOUNTANTS' REPORT ON APPLYING AGREED-UPON PROCEDURES

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

We have performed the procedures enumerated in Exhibit B, which were agreed to by the Triborough Bridge and Tunnel Authority (the "Authority"), a component unit of the Metropolitan Transportation Authority ("MTA"), the MTA and the New York City Transit Authority, solely to assist the Authority in agreeing financial information presented in the Schedule of Operating Surplus for the year ended December 31, 2017 (Exhibit A) to the accounting records of the Authority. The Authority's management is responsible for the Authority's accounting records and the preparation of the Schedule of Operating Surplus (Exhibit A) and the Supporting Schedule to the Schedule of Operating Surplus (Exhibit C) for the year ended December 31, 2017. The sufficiency of these procedures is solely the responsibility of the parties specified in this report. Consequently, we make no representation regarding the sufficiency of the procedures described in Exhibit B either for the purpose for which this report has been requested or for any other purpose.

This agreed-upon procedures engagement was conducted in accordance with the attestation standards established by the American Institute of Certified Public Accountants. The agreed-upon procedures do not constitute an audit of the financial statements or any part thereof, the objective of which is the expression of an opinion on the financial statements or a part thereof. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

This report is intended solely for the information and use of the Board of Directors of the Metropolitan Transportation Authority and managements of Triborough Bridge and Tunnel Authority, Metropolitan Transportation Authority, and the New York City Transit Authority and is not intended to be and should not be used by anyone other than the specified parties.

Deloitte & Touche LLP

February 8, 2018

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

SCHEDULE OF OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2017

OPERATING REVENUES (Procedure 1)	\$ 1,940,083,157
OPERATING EXPENSES (Procedure 2)	<u>(490,184,547)</u>
NET OPERATING REVENUE	1,449,898,610
DECREASE IN PREPAID EXPENSES AND OTHER ADJUSTMENTS (Procedure 2)	168,326
DEBT SERVICE ON BONDS (Procedure 3)	(662,611,787)
INTEREST INCOME ON UNEXPENDED BOND PROCEEDS AND DEBT SERVICE FUNDS (Procedure 4)	2,236,192
ESTABLISHMENT OF GASB 43 RESERVE ACCOUNT (Procedure 7)	-
PURCHASE OF CAPITAL ASSETS FUNDED FROM OPERATIONS (Procedure 5)	(22,032,203)
ESTABLISHMENT OF NECESSARY RECONSTRUCTION RESERVE ACCOUNT (Procedure 6)	<u>(27,515,186)</u>
OPERATING SURPLUS	<u>\$ 740,143,952</u>

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

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

NOTES TO THE SCHEDULE OF OPERATING SURPLUS FOR THE YEAR ENDED DECEMBER 31, 2017 (Exhibit A)

1. OPERATING SURPLUS CALCULATION REQUIREMENTS

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

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS FOR THE YEAR ENDED DECEMBER 31, 2017 (Exhibit A)

1. OPERATING REVENUES

- We agreed the “Operating Revenues” (net of other revenues) of the TBTA appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger of the TBTA. We discussed with management their policy for recording operating revenue and they indicated that operating revenues were recorded using the accrual basis of accounting. We have been informed that operating revenues excluded interest income.

We found no exceptions as a result of the procedures.

2. OPERATING EXPENSES

- We agreed the aggregated “Operating Expenses” of the TBTA appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger of the TBTA. We discussed with management their policy for recording operating expenses and they indicated that operating expenses were recorded using the accrual basis of accounting.

We found no exceptions as a result of the procedures.

- We agreed the following expense items to the general ledger: “Interest Expense on Bond Indebtedness” and “Reimbursement of Personnel Costs,” as noted on Exhibit C.

We compared the “Reimbursement of Personnel Costs” as noted on Exhibit C to the general ledger observing a difference of \$22. We found no exceptions as a result of agreeing the “Interest Expense on Bond Indebtedness” as noted on Exhibit C to the general ledger.

- We recalculated the “Increase in Prepaid Expenses and Other Adjustments” appearing in the general ledger and agreed it to the Schedule of Operating Surplus (Exhibit A). We inquired if the operating expense was adjusted to include amounts charged to prepaid expenses and deferred charges on a cash basis of accounting and we have been informed that the operating expenses were adjusted to include amounts charged to prepaid expenses and deferred charges on a cash basis of accounting. We inquired whether any cash adjustments were made for changes in accounts payable, accrued expenses, or accounts receivable and we have been informed that no cash adjustments were made for changes in accounts payable, accrued expenses or accounts receivable.

We found no exceptions as a result of the procedures.

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS FOR THE YEAR ENDED DECEMBER 31, 2017 (Exhibit A)

3. DEBT SERVICE ON BONDS

- We agreed the “Debt Service on Bonds” appearing on the Schedule of Operating Surplus (Exhibit A) for the following bonds to the TBTA debt service schedules:
 - General Revenue Bonds, and
 - Subordinate Revenue Bonds.

We found no exceptions as a result of the procedures.

- We agreed the “Debt Service on Bonds” on the TBTA’s portion of debt service on the 2 Broadway Certificates of Participation to the TBTA debt service schedules.

We found no exceptions as a result of the procedures.

- We confirmed that in all cases, the debt service represents interest paid and/or accrued applicable to calendar year 2017 and the principal payment due January 1, 2018, on all bond indebtedness and certificates.

We found no exceptions as a result of the procedures.

4. INTEREST INCOME ON UNEXPENDED BOND PROCEEDS AND DEBT SERVICE FUNDS

- We agreed the aggregated amount of “Interest Income on Unexpended Bond Proceeds and Debt Service Funds” appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger and noted no differences. We inquired if interest income is excluded from operating revenue on the Schedule of Operating Surplus and we have been informed that interest income is excluded from “Operating Revenues” on the Schedule of Operating Surplus.

We found no exceptions as a result of the procedures.

We inquired if interest income on the debt service fund consists of income from (1) the debt service funds established in connection with the 2 Broadway Certificates of Participation to the extent attributable to the TBTA’s portion of debt service thereon, and (2) the debt service funds established in connection with the TBTA Bonds from their respective dates of issuance and we have been informed that interest income on the debt service fund investments consists of income from (1) the debt service funds established in connection with the 2 Broadway Certificates of Participation to the extent attributable to the TBTA’s portion of debt service thereon, and (2) the debt service funds established in connection with the TBTA bonds from their respective dates of issuance. We inquired that this amount was included in the computation of operating surplus as a reduction of debt service cost (therefore increasing

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS FOR THE YEAR ENDED DECEMBER 31, 2017 (Exhibit A)

- operating surplus) and we have been informed that this amount was included in the computation of operating surplus as a reduction of debt service cost therefore, increasing operating surplus.

We found no exceptions as a result of the procedures.

- We inquired that unexpended bond proceeds consist of bond moneys on deposit with the TBTA until expended for either transit or commuter projects or on the TBTA's bridges and tunnels and we have been informed that unexpended bond proceeds consist of bond moneys on deposit with the TBTA until expended for either transit or commuter projects or on the TBTA's bridges and tunnels.

We found no exceptions as a result of the procedures.

5. CAPITAL ASSETS FUNDED FROM OPERATIONS

- We agreed the amount of "Purchase of Capital Assets Funded From Operations," which represents amounts paid and capitalized for vehicles and other fixed assets, appearing on the Schedule of Operating Surplus (Exhibit A) to the general ledger after reconciling adjustments were made for Capital Assets funded from the Capital Budget. We inquired that these amounts were funded from operations and that such amounts represent a reduction of operating surplus appearing on the Schedule of Operating Surplus and we have been informed that these amounts were funded from operations and that such amounts represent a reduction of operating surplus appearing on the Schedule of Operating Surplus (Exhibit A).

We found no exceptions as a result of the procedures.

6. NECESSARY RECONSTRUCTION RESERVE

- We agreed the amount appearing on the Schedule of Operating Surplus (Exhibit A) as "Establishment of Necessary Reconstruction Reserve Account" to the MTA Bridges and Tunnels Financial Plan 2018-2021 to set aside and reduce the operating surplus by \$27,515,186. The Necessary Reconstruction Reserve Account was established by the TBTA by resolution adopted March 29, 1968. We inquired that this amount, together with interest income thereon, is to be used to fund reconstruction of present facilities within the meaning of TBTA's General Revenue Bond Resolution and we have been informed that this amount, together with interest income thereon, is to be used to fund reconstruction of present facilities within the meaning of the TBTA's General Revenue Bond Resolution.

We found no exceptions as a result of the procedures.

TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

AGREED-UPON PROCEDURES PERFORMED IN CONNECTION WITH THE SCHEDULE OF OPERATING SURPLUS FOR THE YEAR ENDED DECEMBER 31, 2017 (Exhibit A)

7. GASB 43 RESERVE

- We agreed the amount appearing on the Schedule of Operating Surplus (Exhibit A) as “Establishment of GASB 43 Reserve Account” of \$0, to the MTA Bridges and Tunnels Financial Plan 2018-2021 which was approved by the Finance Committee.

We found no exceptions as a result of the procedures.

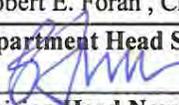
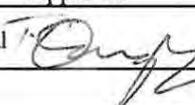
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TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY

SUPPORTING SCHEDULE TO THE SCHEDULE OF OPERATING SURPLUS YEAR ENDED DECEMBER 31, 2017

TOTAL REVENUES		\$ 1,941,559,929
LESS INTEREST INCOME		<u>1,476,772</u>
OPERATING REVENUES (Exhibit A)		<u>\$ 1,940,083,157</u>
TOTAL EXPENSES		\$ 871,044,379
LESS: Interest Expense on Bond Indebtedness	\$ 359,498,719	
Reimbursement of Personnel Costs	<u>21,361,113</u>	<u>380,859,832</u>
OPERATING EXPENSES (Exhibit A)		<u>\$ 490,184,547</u>
PREPAID EXPENSES AND OTHER ADJUSTMENTS:		
Balance December 31, 2016	\$ 26,208,154	
Balance December 31, 2017	<u>26,039,828</u>	
DECREASE IN PREPAID EXPENSES AND OTHER ADJUSTMENTS (Exhibit A)		<u>\$ (168,326)</u>
DEBT SERVICE:		
TBTA	\$ 279,389,886	
MTA	118,788,008	
NYCTA	<u>262,197,701</u>	
Subtotal	660,375,595	
INTEREST INCOME ON UNEXPENDED BOND PROCEEDS AND DEBT SERVICE FUNDS	<u>2,236,192</u>	
TOTAL DEBT SERVICE ON BONDS (Exhibit A)		<u>\$ 662,611,787</u>

Staff Summary

Subject Mortgage Recording Tax – Escalation Payments to Dutchess, Orange and Rockland Counties						Date February 20, 2018			
Department Chief Financial Officer / Treasury Department						Vendor Name			
Department Head Name Robert E. Foran , Chief Financial Officer						Contract Number			
Department Head Signature 						Contract Manager Name			
Division Head Name Josiane P Codio						Table of Contents Ref #			
Board Action									
Order	To	Date	Approval	Info	Other	Internal Approvals			
1	Finance Comm.	2/20/2018	X			Order	Approval	Order	Approval
2	Board	2/22/2018	X			1	Legal 	2	Chief of Staff 

I. Purpose

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

II. Discussion

The MTA statute requires that certain “mass transportation operating assistance” payments be made by the MTA to Dutchess, Orange and Rockland counties from MTA’s MRT-2 receipts. (These payments are made from funds established by PAL §1270-a, the Metropolitan Transportation Authority Special Assistance Fund, from which monies are transferred to the Metropolitan Transportation Authority Dutchess, Orange and Rockland Fund created by PAL §1270-b.) Under the statute, Dutchess and Orange Counties are each to receive no less than \$1.5 million annually, and Rockland County is to receive no less than \$2.0 million annually. The counties were paid these amounts in quarterly installments during 2017.

In addition to providing these minimum mass transportation operating assistance payments, the statute provides for an “escalator payment” based on the percentage by which total MRT-1 and MRT-2 receipts attributable to such county exceeds the receipts received in 1989 from such county. Pursuant to PAL §1270-a (4)(c), the MRT-1 increase is to be calculated as if the MRT-1 tax was 25 cents per \$100 of mortgage recorded and not the current 30 cents per \$100 of mortgage recorded. The escalator payment due each county based on the FY 2017 MRT receipts is determined as follows:

$$\frac{(\text{FY2017 MRT Receipts} - \text{FY1989 Base Year MRT Receipts})}{\text{FY1989 Base Year MRT Receipts}} = \text{Escalator Rate}$$

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

The results of the above formulas for each county are:

<u>County</u>	<u>1989 Base Year MRT Receipt</u>	<u>2017 MRT Receipts Adj.¹</u>	<u>Escalator Rate</u>	<u>Escalator Payments</u>
Dutchess Cty	\$3,569,702.51	\$5,956,218.48	66.85%	\$1,002,821.37
Orange Cty	\$4,433,935.06	\$8,439,098.92	90.33%	\$1,354,946.73
Rockland Cty	\$4,524,064.27	\$9,121,991.78	101.63%	<u>\$2,032,653.49</u>
			Total	<u>\$4,390,421.59</u>

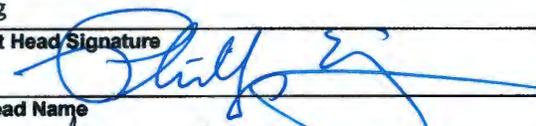
III. Recommendations

It is recommended that the Board authorize escalator payments totaling \$4,390,421.59 to Dutchess, Orange and Rockland counties from available funds on deposit in the MRT-2 Corporate Transportation Account.

¹ The actual 2017 gross receipts for each of the counties was:

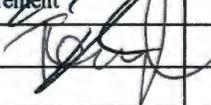
Dutchess Cty	\$6,663,141.77
Orange Cty	\$9,431,552.84
Rockland Cty	\$10,115,413.87

Staff Summary

Subject Request for Authorization to Award Various Procurements
Department Executive
Department Head Name Phillip Eng
Department Head Signature 
Division Head Name Wael Hibri <i>M.H. for W. Hibri</i>

Date February 6, 2018
Vendor Name Various
Contract Number Various
Contract Manager Name Various
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance	2/20/2018	X		
2	Board	2/22/2018	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:
None

of Actions \$ Amount

MTAHQ proposes to award Competitive procurements in the following categories:

Schedules Requiring Majority Vote

Schedule F: Personal Services Contracts	17	\$ 84,149,390
Schedule H: Modification to Personal Service/Miscellaneous Service Contracts	3	\$ 11,930,627
SUBTOTAL	20	\$ 96,080,017

MTAHQ presents the following procurement actions for Ratification:

Schedule K: Ratification of Completed Procurement Actions	7	\$ 41,000,835
TOTAL	27	\$137,080,852

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

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

BOARD RESOLUTION

METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

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

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

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

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

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

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

LIST OF PROCUREMENTS FOR BOARD APPROVAL, FEBRUARY 2018
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)

1. **A&D projects at one LIRR station on the Port Jefferson Branch** - A&D to provide technical design, fabrication, crating, storage, delivery and oversight of installation of materials at the station specified below:

Competitively negotiated - 26 proposals - 16 months.
David McQueen, Port Jefferson Station – LIRR (\$350,000)

- 2-3. **A&D projects at two NYCT Stations on the Sea Beach Line (N)** – A&D to provide technical design, fabrication, crating, storage, delivery and oversight of installation of materials at the stations specified below:

Competitively negotiated - 52 proposals - 24 months.
Emilio Perez, 18th Avenue, NYCT (\$210,000)
Sally Gil, Avenue U, NYCT (\$210,000)

4. **The Hackett Group** **\$311,000**
Benchmarking Services Consulting **(not-to-exceed)**
Contract No. 15235

Competitively negotiated 3 proposals 36 months
To obtain Board approval for the award of a competitively negotiated, personal service contract with The Hackett Group for the procurement of benchmarking services to compare quality, efficiency and effectiveness of services delivered from the BSC against comparable information and metrics of well-managed shared service organizations performing services of a similar nature. MTA will utilize the results to formulate strategies, adopt proven methodologies and to achieve continuous improvement as a Shared provider. The RFP was a competitive process that yielded multiple Proposers. Hackett offered the lowest cost proposal for the services required in the RFP. The three (3) year contract is for a total not to exceed \$311,000, inclusive of travel expenses. Pricing is deemed fair and reasonable.

LIST OF PROCUREMENTS FOR BOARD APPROVAL
COMPETITIVE PROCUREMENTS

METROPOLITAN TRANSPORTATION AUTHORITY

- | | | |
|-----------|--|--------------------------------------|
| 5. | National Safety Council
All-Agency Employee Perception Survey Program
Contract No. 90000000002561 | \$ 669,750
(not-to-exceed) |
|-----------|--|--------------------------------------|

Competitively negotiated – 3 proposals – 48 months

To recommend that the Board approve the award of a competitively negotiated, personal services contract to National Safety Council (NSC) to conduct an anonymous all-agency employee perception survey. Contractor is required to utilize a time-tested survey instrument and methodology based on best practices in an effort to measure and evaluate, by agency and relevant components within an agency, employee perceptions of the current state of safety management. The results will be compared within and across agencies by work group and employee level, identifying areas of concern and benchmarking MTA employee perceptions with employees in other comparable organizations and industries. The National Safety Council was found to be the most technically qualified proposer based on experience their survey instrument, and their methodology was considered to best fit for the needs of the MTA. NSC initially provided a cost of \$1,006,000 which was negotiated to \$669,750 or 33.42% reduction. There is no prior contract for these services with which this cost can be compared; however, based on the above negotiation the not-to-exceed amount deemed fair and reasonable.

- | | | | |
|--------------|--|--|--------------------------------------|
| 6-15. | Various
Full Service Market Research Retainer | \$20,000,000
(not-to-exceed) | <u><i>Staff Summary Attached</i></u> |
|--------------|--|--|--------------------------------------|

- | | |
|---|--|
| <ol style="list-style-type: none"> 1. Abt Associates, Inc. 2. Beta Research Corporation (WBE) 3. Clarion Research, Inc. (WBE) 4. ICF Macro, Inc. 5. M. Davis and Company, Inc. (MBE) | <ol style="list-style-type: none"> 6. Penn, Schoen & Berland Associates, LLC 7. Resource System Group, Inc. 8. Target Research Group, Inc 9. The Research Associates, Inc. (M/WBE) 10. Widener-Burrows & Associates, Inc. (WBE) |
|---|--|

Competitively negotiated 14 proposals 48 months

To recommend that the Board approve the award of ten competitively negotiated, all-agency personal services contracts to provide quantitative market research services on an as-needed basis for a period of forty-eight (48) months starting March 1, 2018 for a combined total not to exceed \$20 million. These firms will be eligible to provide services including questionnaire and sampling design, interviewing customers, data tabulation of survey results, analysis and report writing. Examples of projects planned over the next four years include customers' evaluation of new fare payment systems; on-going tracking surveys of customer satisfaction; and customers' evaluations of in-system communications. The negotiated rates are comparable to the rates under the previous contract. Seven of the awardees agreed to fully loaded fixed rates for the contract duration; the remaining three firms' rates will be subject to annual escalation of 2.5% or CPI; whichever is lower. Based on the above, the negotiated hourly rates are considered fair and reasonable.

LIST OF PROCUREMENTS FOR BOARD APPROVAL
COMPETITIVE PROCUREMENTS

METROPOLITAN TRANSPORTATION AUTHORITY

16. **Greystone & Co., Inc.** **\$19,340,000** **Staff Summary Attached**
Tenant Management and Accounting Services (not-to-exceed)
Contract No. 7843-0100
Competitively negotiated – 3 proposals – 60 months
To recommend that the Board approve the award of a competitively negotiated, five-year professional services contract to Greystone & Co., Inc. d/b/a/ Greystone Management Solutions (Greystone) to provide tenant management and accounting service for the MTA Real Estate Department for an amount not-to-exceed \$19.34 million. Through this All-Agency contract, Greystone will continue to provide tenant lease compliance, enforcement and tenant rent collection/accounting services for tenants managed throughout the MTA System by MTA Real Estate, except for tenants at Grand Central Terminal. The originally proposed \$4.6 million annual fee was reduced by 17% to \$3.798 million. This negotiated fee is 25% more than the current contract, an amount considered to be in line with the expanded scope and volumes contemplated. The new contract contemplates a 23% increase in the number of accounts managed vis-à-vis the number of accounts under management when the predecessor contract was solicited, and a 39% increase in monies managed. The negotiated hourly rates are deemed to be fair and reasonable.
17. **TDX Construction Corporation** **\$43,058,640** **Staff Summary Attached**
Construction Manager for MTAHQ Small (not-to-exceed)
Business Development Program (SBDP)
Contract No. 10200
Competitively negotiated – 4 proposals – 36 months
To obtain Board approval to award a competitively negotiated, professional services contract to TDX Construction Corporation (TDX) to provide mentoring and construction management (CM) services for the MTA’s Small Business Development Program (SBDP). The proposed contract is for an initial term of three years, commencing March 1, 2018, with options to extend the contract for three additional one-year periods at MTA’s sole discretion. The three year contract is for a total value not to exceed \$43,058,640. This contract is funded by each agency (NYCT, LIRR, MNR, and B&T) from within its capital program. TDX will provide mentoring services to SBDP contractors in the form of training and hands-on technical assistance, strategies in competing for and providing construction management services. TDX will work in conjunction with MTA Agency project managers to provide construction management support for specific SBMP contracts. These projects will include oversight and assistance with respect to all procurement and construction matters involving the respective SBDP contracts. In addition to project-specific mentorships, the SBDP CM will provide training and information on contractor bank loan repayment administration, construction and information technology training, and contractor payment tracking. The rates are equal to or lower than the rates TDX currently charges other government entities, and is consistent with the rates utilized in NYC Transit contracts for similar construction management services. Based on the foregoing, the total not to exceed cost of \$43,058,640 is found to be fair and reasonable.

METROPOLITAN TRANSPORTATION AUTHORITY
COMPETITIVE PROCUREMENTS

H. Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services

(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.)

18. **The McKissack Group** **\$ 8,000,000** **Staff Summary Attached**
Independent Engineering Consultants (not-to-exceed)
Contract No. 15095-0100, AWO #1
Base plus previous change orders = \$28,839,368
To recommend that the Board approve a modification to the Independent Engineering Consultant (IEC) Contract with The McKissack Group to address the need for additional funding for monitoring and oversight services pursuant to requirements of the New York State Public Authorities Law 1263-4(b). The current base contract began March 1, 2016 and runs through February 28, 2019 in the amount of \$28,839,368 with services applicable to the originally approved \$29.455 billion 2015-2019 capital plan as well as earlier capital programs. For services beyond the expiration of the base contract, additional options for four additional one-year periods are available at the MTA's sole discretion. The proposed \$8 million increase will ensure that there is sufficient funding for the balance of IEC's base contract, through February 28, 2019.
19. **Willis of New York, Inc.** **\$1,408,318** **Staff Summary Attached**
Insurance Broker Services (not-to-exceed)
Contract No. 90000000002086, S/A #1
Base plus previous change orders = \$7,433,725
To recommend that the Board approve a modification to increase a competitively negotiated, personal services contract with Willis of New York, Inc. (Willis) in the amount not-to-exceed \$1,408,318 to add the Long Island Railroad Expansion Project to the MTA Owner Controlled Insurance Program (OCIP) for the 2015-2019 Capital Plan. Willis' BAFO utilizes existing contract rates deemed fair and reasonable for the original contract award.
20. **Cambridge** **\$2,522,309** **Staff Summary Attached**
Bus CIS Server Software, Hosting, and Maintenance (not-to-exceed)
Contract No. 11084-0100, S/A#4
Base plus previous change orders = \$9,417,042
Approval is sought to extend a service agreement with Cambridge Systematics, Inc. (Cambridge) for continued maintenance and improvements to the Bus Customer Information System (CIS) server subsystem. The CIS server subsystem is comprised of the hardware, software, networking and online services that process real-time data such as schedules and routes for transmittal to various applications used by customers via digital and mobile devices. This change order provides for a 24 month contract extension, during which Cambridge Systematics will continue to work on enhancements to multi-modal trip planning applications for mobile devices. Cambridge Systematics has agreed to keep the same rates as negotiated in the original agreement of September 2011. The negotiated amount of \$2,522,309 is deemed fair and reasonable.

Staff Summary

Schedule F: Personal Service Contracts

Item Number:						SUMMARY INFORMATION	
Dept & Dept Head Name: MTA Planning/William Wheeler						Vendor Name: Various	Contract Number: 15292-0100 thru 1100
Division & Division Head Name: MTA Market Research /Janice Pepper						Description: Full Service Market Research Retainer Contracts	
Board Reviews						Total Amount: NTE \$20,000,000	
Order	To	Date	Approval	Info	Other	Contract Term (including Options, if any): March 1, 2018 thru February 28, 2022	
1	Finance	2/20/18	X			Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
2	Board	2/22/18	X			Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Internal Approvals						Procurement Type: <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Order	Approval	Order	Approval	Solicitation Type: <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:			
1	Procurement	4	CFO	Funding Source: <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:			
2	DDCR						
3	Legal						

I. PURPOSE/RECOMMENDATION

To recommend that the Board approve the award of ten competitively negotiated, all-agency personal services contracts to provide quantitative market research services on an as-needed basis for a period of forty-eight (48) months starting March 1, 2018 for a combined total not to exceed \$20 million. The contracts will be awarded to the following firms on an as needed basis:

1. Abt Associates, Inc.	6. Penn, Schoen & Berland Associates, LLC
2. Beta Research Corporation (WBE)	7. Resource System Group, Inc.
3. Clarion Research, Inc. (WBE)	8. Target Research Group, Inc
4. ICF Macro, Inc.	9. The Research Associates, Inc. (M/WBE)
5. M. Davis and Company, Inc. (MBE)	10. Widener-Burrows & Associates, Inc. (WBE)

II. DISCUSSION

Since 1989, MTA Headquarters and the operating agencies have utilized the services of quantitative market research firms on an on-call basis to support policy decision-making, capital investments and improvements, service planning, strategic business initiatives and marketing. These firms will be eligible to provide services including questionnaire and sampling design, interviewing customers, data tabulation of survey results, analysis and report writing. Examples of projects planned over the next four years include customers' evaluation of new fare payment systems; on-going tracking surveys of customer satisfaction; and customers' evaluations of in-system communications. The proposed agreements will replace eight existing contracts that were awarded in 2011, three of which will be extended through December 31, 2018 to allow for completion of on-going work assignments.

This Request for Proposals (RFP) was publicly advertised in February 2016 and letters advising potential proposers of the RFP's availability were mailed to fifty-five firms of which ten were minority/women-owned business enterprises. Fourteen firms submitted proposals.

As with the predecessor procurement, the MTA intended to award multiple contracts so as to have cadre of firms with diverse expertise available in order to support varying requirements. The Selection Committee was comprised of representatives from multiple departments and includes managers with expertise in market research and transportation planning. All of the selected firms offered credible proposals and demonstrated expertise in relevant quantitative market research. The committee found that the other firms failed to demonstrate relevant experience.

The proposed fully-loaded hourly rates ranged from \$25 to \$82.00 for interviewers, \$68.47 to \$804 for principals and from \$133 to \$255 for qualitative moderators. These rates were audited and negotiated in accordance with MTA Audit's recommendations. As a result of negotiations, these rates were reduced to a range of \$24.18 to \$70.11 for interviewers, \$67.23 to \$306.10 for principals and \$128 to \$242.92 for qualitative moderators. The negotiated rates are comparable to the rates under the previous contract. Seven of the awardees agreed to fully loaded fixed rates for the contract duration; the remaining three firms' rates will be subject to annual escalation of 2.5% or CPI; whichever is lower. Based on the above, the negotiated hourly rates are considered fair and reasonable.

Each base contract will be awarded for zero dollars and individual work assignments will be awarded pursuant to a competitive mini-RFP process wherein the awardees will submit technical and cost proposals that will be evaluated by a selection committee prior to the award of any tasks.

In connection with a review of the proposed awardees' responsibility pursuant to the All-Agency Responsibility Guidelines, nine out of ten have been deemed responsible for award. One of the proposed awardees, Abt Associates, Inc. revealed significant adverse information (SAI). In accordance with the MTA All-Agency Contractor Responsibility Guidelines, the MTA Managing Director and Acting General Counsel have approved the award of the contract with Abt Associates Inc. as a responsible contractor notwithstanding the significant adverse information.

III. D/M/WBE INFORMATION

The MTA Department of Diversity and Civil Rights has assigned goals of 15% MBE and 15% WBE. Five of the ten awardees are New York State Certified Minority and/or Women-Owned Business Enterprises. All ten firms have submitted utilization plans to achieve the assigned MWBE goals. All ten firms have not completed any MTA contracts; therefore, no assessment of the firm's MWDBE performance can be determined at this time.

IV. IMPACT ON FUNDING

The total cost for these quantitative market research all-agency contracts will not exceed \$20,000,000 for the MTA and the operating agencies. Actual expenditures are dependent upon approval of projects in development by the MTA and the operating agencies. Any expenditure incurred will be apportioned to the operating agencies in accordance with the cost of projects actually implemented by an agency.

V. ALTERNATIVES

1. Perform all services in-house. This alternative is not feasible since performing these specialized functions in-house would require full- and part-time employees, including associated overhead costs, which would not be cost effective. These projects are managed better by independent outside firms monitored closely by MTA staff.
2. Do not approve award of the contracts. This would severely curtail MTA's ability to implement a comprehensive research program to support capital investments and improve customer service.

Staff Summary
Schedule F: Personal Service Contracts

Item Number:					
Dept & Dept Head Name: Chief Development Officer/J. Lieber					
Division & Division Head Name: Real Estate/D. Florio					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Finance	02/20/18	X		
2	Board	02/22/18	X		
Internal Approvals					
Order	Approval	Order	Approval		
1	Procurement	4	CFO		
2	DDCR				
3	Legal				

SUMMARY INFORMATION	
Vendor Name: Greystone & Co., Inc.	Contract Number: 7843-0100
Description: Tenant Management and Accounting Services	
Total Amount: \$19,340,000	
Contract Term (including Options, if any): March 1, 2018 thru February 28, 2023	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type: <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type: <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: [e.g., Ride -- Contract]	
Funding Source: <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE/RECOMMENDATION

To recommend that the Board approve the award of a competitively negotiated, five-year professional services contract to Greystone & Co., Inc. d/b/a/ Greystone Management Solutions (Greystone) to provide tenant management and accounting service for the MTA Real Estate Department for an amount not-to-exceed \$19.34 million. Through this All-Agency contract, Greystone will continue to provide tenant lease compliance, enforcement and tenant rent collection/accounting services for tenants managed throughout the MTA System by MTA Real Estate, except for tenants at Grand Central Terminal.

II. DISCUSSION

MTA Real Estate has outsourced lease management and accounting services for the past twenty years. These services have been competitively solicited and have allowed for a reduction in MTA staff while services have improved.

The scope of services includes: (i) abstracting new agreements and loading them into the MTA database, (ii) maintaining a field presence and inspecting the nearly 11,000 station-affecting accounts, (iii) ensuring the roughly 200 tenanted lots are inspected and providing the commuter railroads with support for dispute resolution and compliance monitoring, (iv) field inspections and/or contacting the nearly 2,900 remaining tenants, (v) accounting and rent collection, (vi) tenant insurance compliance monitoring, (vii) opinions of value and appraisals supporting real estate marketing and leasing efforts in compliance with legislation enacted under Public Authorities Law (requiring independent appraisals of properties leased, as opposed to licensed), (viii) design and construction coordination services (expediting completion of tenant improvements), (ix) retail space design consultation, (x) vacant space monitoring (ensuring unoccupied retail space is not vandalized), (xi) monitoring of landlord and tenant litigation (coordination between MTA General Counsel and outside counsel), (xii) insurance monitoring / compliance, (xiii) meter reading and preparation of utility bills, (xiv) periodic reporting, (xv) vending machine administration, (xvi) M/WBE participation, and (xvi) 24/7 emergency and on-call coverage. The roughly 4,200 accounts managed through this contract generate an annual rent rollover of approximately \$163 million.

A Request for Proposals (RFP) was publicly advertised and letters advising potential proposers of the RFP's availability were mailed to approximately thirty-one (31) major consultant firms, ten of which were M/WBE/SDVOB firms provided by the MTA Department of Diversity and Civil Rights.

The Selection Committee, consisting of Directors from MTA Real Estate, Leasing & Acquisitions, Long Island Rail Road Strategic Investment, New York City Transit Station Environment & Operations, and Metro-North Railroad Corporate & Public Affairs. Three proposals were received (Greystone, New Castle and Black Renaissance) and the Selection Committee recommended the incumbent Greystone, finding they possesses the most tailored tenant management experience for the MTA, a strong team, a long history of tenant management experience and they successfully performed under the predecessor contract. One of the other proposals was severely lacking in detail and the other failed to demonstrate a comparable tenant management experience. MTA conducted a responsibility review and other due diligence on Greystone and has deemed them to be responsible for award.

Through negotiations, the originally proposed \$4.6 million annual fee was reduced by 17% to \$3.798 million. This negotiated fee is 25% more than the current contract, an amount considered to be in line with the expanded scope and volumes contemplated. The new contract contemplates a 23% increase in the number of accounts managed vis-à-vis the number of accounts under management when the predecessor contract was solicited, and a 39% increase in monies managed. Moreover, the scope has been enhanced to include the following new or expanded services: (i) development and complex transactions administration and management, (ii) meter reading and preparation of utility bills (to recover costs of tenant usage expanded to various locations), (iii) a New York State Code Enforcement Official (to provide preliminary plan review, operational compliance oversight and construction guidance to assist the Agencies and expedite completion of tenants design and construction with agencies issuing all approvals), (iv) dispute resolution management of collections matters and biweekly reporting on all legal matters, and (v) increased M/WBE participation with the addition of SDVOB participation. Moreover, this total includes \$150,000 in contingencies for reimbursable costs such as painting vacated premises, changing locks, minor repairs/alterations, landlord improvements, etc. and any new complex agreement will be billed at \$270/hr, not to exceed \$200,000 over the course of the contract. The amount shown does not include Greystone's proposed annual escalation of 3% (which will be at MTA's sole discretion) or CPI, whichever is lower (at MTA's sole discretion). Based on the above, the negotiated hourly rates are deemed to be fair and reasonable.

A responsibility review revealed no significant adverse information regarding the firm within the All-Agency Responsibility Guidelines.

III. D/M/WBE INFORMATION

The MTA Department of Diversity and Civil Rights has assigned goals of 15% MBE, 15% WBE and 6% SDVOB. Greystone & Co. has submitted a utilization plan to achieve the assigned MWBE and SDVOB goals. Greystone is achieving its MWBE goals on its current contract.

IV. IMPACT ON FUNDING

The total cost for the contract term is chargeable to the agencies whose tenants are being managed by MTA Real Estate to the effort expended on their behalf.

V. ALTERNATIVES

1. Do not Approve Award of the Contract. This alternative is not feasible. MTA Real Estate, the Comptroller's Office, and Risk & Insurance Management do not have the resources or the trained personnel to adequately perform these services.
2. Perform the Services In-house. This is not a feasible alternative. MTA does not possess the internal resources available to provide the required tenant management and accounting services.

Staff Summary

Schedule F: Professional Services Contract



Item Number:					
Dept & Dept Head Name: Deputy Chief Financial Officer/D. Spero <i>DS</i>					
Division & Division Head Name: MTA Office of Construction Oversight/M. Wetherell <i>[Signature]</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Finance	2/20/18	X		
2	Board	2/22/18	X		
Internal Approvals					
Order	Approval	Order	Approval		
1	Procurement <i>[Signature]</i>	4	CFO <i>[Signature]</i>		
2	DDCR <i>[Signature]</i>				
3	Legal <i>[Signature]</i>				

SUMMARY INFORMATION	
Vendor Name: TDX Construction Corporation	Contract Number: 10200
Description: Construction Manager for MTAHQ Small Business Development Program	
Total Amount: Not to exceed \$43,058,640	
Contract Term (including Options, if any): March 1 2018 through February 28, 2021 w/ 3 one yr. renewable options	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type: <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type: <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source: <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE/RECOMMENDATION

To obtain Board approval to award a competitively negotiated, professional services contract to TDX Construction Corporation (TDX) to provide mentoring and construction management (CM) services for the MTA's Small Business Development Program (SBDP). The proposed contract is for an initial term of three years, commencing March 1, 2018, with options to extend the contract for three additional one-year periods at MTA's sole discretion. The three year contract is for a total value not to exceed \$43,058,640. This contract is funded by each agency (NYCT, MTACC, LIRR, MNR, and B&T) from within its capital program.

II. DISCUSSION

The MTA has developed and implemented a Small Business Development Program (SBDP) with the goal of increasing small business participation on public works contracts with the MTA. Small businesses will receive guidance on estimating, project scheduling, QA/QC plans, and bidding strategies. In accordance with the State's policy of encouraging growth of small businesses, this program is intended to expand the pool of qualified and diverse contractors who compete for MTA business and to enhance the ability of these firms to successfully compete for the MTA's public work contracts.

Under this program, TDX will provide mentoring services to SBDP contractors in the form of training and hands-on technical assistance and strategies in competing for and providing construction management services. TDX will work in conjunction with MTA agency project managers to provide mentoring services through all phases of construction. TDX will also provide training and information on bank loan repayment administration, payment tracking, and preparation for attending project meetings. TDX will also assist with the establishment and documentation quality assurance and control (QA/QC) procedures.

Each MTA Agency will be responsible for selecting projects estimated up to \$3 million for which only firms that are participating in the SBDP program will be allowed to bid. Awarded firms will be eligible to receive the aforementioned services from TDX. The Office of Construction Oversight will administer this contract and work with a designated representatives at each agency to create an action plan that will continue to enhance the SBDP.

The proposed contract replaces an expiring 7½ year contract which is currently held by the incumbent firm. In order to contract for these services, a Request for Proposals (RFP) was publicly advertised on September 21, 2017, and notifications were emailed to 47 firms, of which 15 firms were M/WBE. Four proposals were received and the selection committee included Directors and Vice Presidents from MTAHQ Office of Construction Oversight, B&T's Office of Engineering, MNR's Office of Engineering, NYC Transit's Capital Program Management, and the MTAHQ Department of Diversity and Civil Rights. The evaluation criteria were: (a) the proposed staff's experience; (b) the proposed mentor process; (c) the ability to provide staff that can manage multiple projects and it's individual contract requirements; (d) responsiveness to the RFP; (e) diversity practices; and (f) cost.

TDX, AECOM, STV/LIRO J.V. and HAKS offered proposals and all four were invited for oral presentations. Ultimately, the committee recommended TDX, finding that they possess a program that is closely tailored to address MTA's needs, a strong support team and a history of successfully managing mentoring programs with agencies such as the New York City School Construction Authority and the Metropolitan Transportation Authority. TDX recommended improvements to the MTA program that are expected to enhance the Agency's success rate.

III. NEGOTIATIONS

TDX initially proposed a fee of \$34,884,801 but that amount only covered 67% of the staffing requirements articulated in the RFP so, before commencing negotiations, TDX corrected their cost proposal, increasing it to \$50,845,708. Negotiations reduced that \$43,058,640, a reduction of 15%. The negotiated fully-loaded average hourly rates proposed by TDX were the lowest among the competing firms and the contract total includes provision for an annual escalation of 2% or CPI, whichever is lower, for each of the subsequent 3 years. These rates are equal to or lower than the rates TDX currently charges other government entities, and is consistent with the rates utilized in NYC Transit contracts for similar construction management services. Based on the foregoing, the total not to exceed cost of \$43,058,640 is found to be fair and reasonable.

A responsibility review revealed no significant adverse information regarding the firm within the All-Agency Responsibility Guidelines.

IV. M/WBE AND SDVOB INFORMATION

The MTA Department of Diversity and Civil Rights has assigned goals of 15% MBE, 15% WBE and 6% SDVOB. TDX Construction Corporation has submitted a utilization plan to achieve the assigned MWBE and SDVOB goals. TDX is achieving its MWBE goals on their current active contract which expires on 2/28/18.

V. IMPACT ON FUNDING

The 2015-2019 capital program funds will be used to finance the costs of this Construction Management contract and other administrative training costs of the three years of the SBDP.

VI. ALTERNATIVES

1. Perform all services in-house. This alternative is not practical. The Authority does not have the resources or the trained personnel to perform mentoring construction management (CM) services.
2. Do not approve award of this contract. This alternative is not feasible. MTAHQ will implement a Small Business Development Program in accordance with the approved NYS Legislation.

Staff Summary

Schedule H: Modifications to Personal Service & Miscellaneous Service Contracts

Item Number:

Page 1 of 1

Vendor Name (& Location): The McKissack Group	Contract Number: 15095-0100	AWO/Modification # 1
Description: Independent Engineering Consultants	Original Amount:	\$28,632,368
Contract Term (including Options, if any): March 1, 2016 – February 28, 2019 plus four 1 year options	Prior Modifications:	\$ 0
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Prior Budgetary Increases:	\$ 207,000
Procurement Type: <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount:	\$28,839,368
Solicitation Type: <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	This Request:	\$ 8,000,000
Funding Source: <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	% of This Request to Current Amount:	27.7%
Requesting Dept/Div & Dept/Div Head Name: Donald Spero, Deputy Chief Financial Officer	% of Modifications (including This Request) to Original Amount:	27.9%

I. PURPOSE/RECOMMENDATION:

To recommend that the Board approve a modification to the Independent Engineering Consultant (IEC) Contract with The McKissack Group to address the need for additional funding for monitoring and oversight services pursuant to requirements of the New York State Public Authorities Law 1263-4(b).

The current base contract began March 1, 2016 and runs through February 28, 2019 in the amount of \$28,839,368 with services applicable to the originally approved \$29.455 billion 2015-2019 capital plan as well as earlier capital programs. For services beyond the expiration of the base contract, additional options for four additional one-year periods are available at the MTA's sole discretion.

II. DISCUSSION

The MTA requires the services of a nationally recognized independent transit engineering firm to perform periodic monitoring and oversight on projects in the MTA's Capital program including risk assessments, project monitoring, design review, programmatic review and D/M/WBE support and other tasks as determined by the Chairman, CPOC and the agencies.

The 2015-2019 capital program has grown in size to \$32.853 billion and in complexity with LIRR Mainline expansion, additional station work and accessibility projects, new types of bus purchases, additional signal work and the subway action plan. These changes have resulted in increased monitoring efforts for the IEC and require additional technical specialists for tasks that were not anticipated in the original contract.

The proposed \$8 million increase will ensure that there is sufficient funding for the balance of IEC's base contract, through February 28, 2019.

A responsibility review revealed no significant adverse information regarding the firm within the All-Agency Responsibility Guidelines.

III. IMPACT ON FUNDING:

This contract is funded by the agencies from within their 2015-19 capital programs. The additional cost for this modification will be proportionally allocated to each agency.

IV. ALTERNATIVES:

None. NY State Public Authorities Law requires that these services be available for consultation with CPOC and be involved in the oversight of the MTA Capital Program.

Staff Summary

Schedule H: Modifications to Personal Service & Miscellaneous Service Contracts

Item Number:

Page 1 of 1

Vendor Name (& Location): Willis of New York, Inc.
Description: Insurance Broker Services
Contract Term (including Options, if any): Eight (8) Years (April 1, 2017 to March 31, 2025)
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type: <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type: <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:
Funding Source: <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept/Div & Dept/Div Head Name: Finance / Robert Foran & RIM / Phyllis Rachmuth

Contract Number: 90000000002086	AWO/Modification # 1
Original Amount:	\$7,433,725.00
Prior Modifications:	\$0.00
Prior Budgetary Increases:	\$0.00
Current Amount:	\$7,433,725
This Request:	\$1,408,318
% of This Request to Current Amount:	18.9%
% of Modifications (including This Request) to Original Amount:	18.9%

DISCUSSION:

To recommend that the Board approve a modification to increase a competitively negotiated, personal services contract with Willis of New York, Inc. (Willis) in the amount not-to-exceed \$1,408,318 to add the Long Island Railroad Expansion Project to the MTA Owner Controlled Insurance Program (OCIP) for the 2015-2019 Capital Plan.

A contract to provide insurance broker services was procured competitively and awarded to Willis in 2017. This personal service contract provides for Willis to be the Broker of Record for OCIP for the 2015-2019 Capital Program and Sandy Related Projects for a period of eight (8) years from April 1, 2017 to March 31, 2025 at a total cost not-to-exceed \$ 7,433,725. The original contract is not limited to a specific project list and contemplates amending the list of projects covered by OCIP based on the MTA's needs during the contract term. This modification adds the LIRR Expansion Project to OCIP, which was originally included in the original solicitation, but was not exercised as part of the final Contract award because the decision to use OCIP therefor was made at a later date. The modification will provide the broker services necessary to immediately support that project with funds provided by the 2015-2019 Capital Program and Sandy Related Projects.

MTA RIM estimates this modification to be valued at \$1,340,154.19. Willis' initial cost proposal valued the work at \$2,387,510.63. Following scope clarification, negotiations yielded a best and final offer (BAFO) of \$1,408,318. Willis' BAFO utilizes existing contract rates deemed fair and reasonable for the original contract award. Willis' BAFO represents a \$979,192.63 or 41% cost reduction from its original proposal and is \$68,163.81 or 4.8% more than MTA RIM's in-house estimate. Additionally, this modification projects an average project savings of \$20 million when compared to utilizing traditional insurance. Based on the foregoing, Procurement finds Willis' BAFO to be fair and reasonable.

In connection with a previous contract awarded to the Contractor, the Contractor was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the Interim Executive Director with the MTA Acting General Counsel. No new SAI has been found relating to the Contractor and the Contractor has been found to be responsible.

LIST OF PROCUREMENTS FOR BOARD APPROVAL, FEBRUARY 2018
PROCUREMENTS FOR RATIFICATION

METROPOLITAN TRANSPORTATION AUTHORITY

Procurements Requiring Majority Vote:

K. Ratifications of Completed Procurement Actions (Involving Schedules E-J)

(Staff Summaries required for unusually large or complex items which otherwise would require Board approval)

21-27.	Various Executive Order 168	\$41,000,835	<u>Staff Summary Attached</u>
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This is a request that the Board ratify procurement actions awarded pursuant to Executive Order 168 ("E.O. 168") and its extensions. All seven actions are for NYC Transit and were conducted using informal competition. Pricing for all seven actions was found to be fair and reasonable.

Staff Summary

Schedule K: Ratification of Completed Procurement Actions (Involving Schedules E-J)

Vendor Name (& Location): Various
Description: Ratification of Executive Order 168 Actions
Contract Term (including Options, if any): Various
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No
Procurement Type: <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive <input type="checkbox"/> Various
Solicitation Type: <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Various
Approval
Office of the Chairman <i>HT</i>

Contract Number: Various	Renewal? <input type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount:	\$ 41,000,835
Funding Source: <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Chief Operating Officer, Phillip Eng	
Contract Manager: Chief Procurement Officer, David N. Ross	

PURPOSE:

This is a request that the Board ratify procurement actions awarded pursuant to Executive Order 168 (“E.O. 168”) and its extensions.

DISCUSSION:

On June 29, 2017, Governor Andrew M. Cuomo issued Executive Order No. 168, in which he declared a disaster emergency as a result of continued failures of tracks, signals, switches and other transportation infrastructure on MTA rail and subway systems and resulting outages, derailments, and service disruptions that have had a deleterious effect on MTA customers and the regional and New York State economy. The Governor declared that significant and immediate action must be taken to assist in the repair of such transportation infrastructure, and in remediation of track outages and service disruptions. E.O. 168, as extended, provides for the temporary suspension of statutory provisions and any implementing rules, regulations and guidelines for purposes of awarding any contracts, leases, licenses, permits or other written agreements to mitigate the disaster emergency.

Since time is of the essence in addressing the disaster emergency, the procurement actions listed below were procured without a formal competitive process. In accordance with the emergency provisions in Article III(B)(1) of the All Agency General Contract Procurement Guidelines and Article III(C)(3) of the All Agency Service Contract Procurement Guidelines, the E.O. 168 procurement actions listed below are being submitted to the Board for ratification. The total estimated value for the seven actions is \$41,000,835. All seven actions are for NYC Transit. All seven actions were conducted using informal competition.

Pricing for all seven actions was found to be fair and reasonable.

Award Date	Contractors	Description	Contract Numbers	Contract Amount	Solicitation Method
12/13/2017	MWL Brasil Rodas & Eixos Ltda (São Paulo, Brazil)	Purchase of Subway Car Wheels	6%19622	\$10,689,600 (est.)	Informal Competition
12/14/2017	Summit Railroad Products (Burnham, PA)		6%19630	\$ 9,192,000 (est.)	
Total				\$ 19,881,600 (est)	

Discussion:

These 24-Month Estimated Quantity Contracts are for the purchase of subway car wheels (wheels). This material has been identified under the Subway Action Plan to support the increase in the number of subway cars undergoing the Division of Car Equipment’s Scheduled Maintenance System.

Schedule K: Ratification of Completed Procurement Actions (Involving Schedules E-J)

In order to meet NYC Transit's operational requirements, NYC Transit requires two different suppliers to ensure a timely and sufficient supply of wheels. NYC Transit's monthly requirements for wheels are greater than the monthly production capacity of any single approved wheel supplier. In order to obtain this material in an expeditious manner, an informal competitive solicitation was conducted.

Wheels are a safety sensitive item and are on NYC Transit's Qualified Products List with approved products manufactured by MWL Brasil Rodas & Eixos Ltda (MWL), Sumitomo Corporation and Standard Steel. Both Sumitomo Corporation and Standard Steel are represented by Summit Railroad Products, Inc. (Summit); MWL and Summit were solicited.

The solicitation was crafted to award two contracts, Contract #1 for a 24-Month Estimated Quantity Contract, guaranteeing a quantity of 12,000 wheels to the responsible supplier offering the lowest price and Contract #2 for a 24-Month Estimated Quantity Contract, guaranteeing a quantity of 8,000 wheels to the responsible supplier offering the lowest price, other than the successful supplier for the award of Contract #1. The contract quantities are guaranteed, but NYC Transit has the option to increase the quantities if required during the contract period.

Quotes were received from both MWL and Summit for each contract. For Contract #1, MWL submitted the lowest pricing. For Contract #2, NYC Transit's Cost/Price Analysis Unit performed a cost analysis of Summit's pricing using input from MTA Audit. Prices for both contracts were found to be fair and reasonable.

Contract #1 was awarded to MWL on December 13, 2017 at \$890.80 per wheel and Contract #2 was awarded to Summit on December 14, 2017 at \$1,149.00 per wheel. Delivery of wheels from both suppliers will commence in March 2018.

The use of E.O. 168 for this solicitation expedited the awards and subsequent deliveries in order to ensure an uninterrupted supply of wheels for DCE's increased requirements.

Award Date	Contractor	Description	Contract Number	Contract Amount	Solicitation Method
01/16/2018	Service Line, Inc. (Reedsburg, WI)	Furnish, Deliver and Install One (1) New Journal Bearing Washer	RFQ 175752	\$ 309, 000	Informal Competition

Discussion:

This contract is for the purchase, delivery, installation of one (1) new journal bearing washer and removal of existing equipment at the NYC Transit Wheel and Axle Shop at the Coney Island Overhaul Facility. The journal bearing washer is a critical piece of equipment which is used to degrease and wash journal bearings that are part of the wheel-axle assemblies of rail cars. The washer is comprised of a series of components that must be configured to fit within the limited space available in the Wheel and Axle Shop. Installation also requires steam exhaust ducting. This new washer will replace the existing aged equipment that is subject to frequent breakdowns. NYC Transit in house forces maintain and repair this equipment. Replacement parts are readily available in the marketplace.

This was an informal competitive procurement and three vendors responded to the solicitation: Green Power Chemical, LLC (Green Power) at \$295,000, Service Line, Inc. (Service Line) at \$309,000 and Proceco Ltd. (Proceco) at \$535,432. Although Green Power offered the lowest price, it was not selected for award as it required unreasonable payment terms and a long lead time of nine months. The quote from Service Line, having a six month lead time, is 42.3% lower than the quote submitted by Proceco. In light of the above analysis, Service Line's quote for this contract was determined to be fair and reasonable.

Staff Summary

Schedule K: Ratification of Completed Procurement Actions (Involving Schedules E-J)

Award Date	Contractor	Description	Contract Number	Contract Amount	Solicitation Method
1/12/2018	Superior Sales & Service, Inc. (Plattsmouth, NE)	Purchase of Five "E" Clip Insertion and Extraction Machines	6%19837	\$188,625 (Est.)	Informal Competition

Discussion:

This contract, for the purchase of five "e" clip insertion and extraction machines was done under E.O. 168 and falls under the Subway Action Plan to accelerate repair of track issues. This equipment will be used to insert and extract "e" clips that hold the rail in place to the plate and tie. The machine is able to perform insertion and extraction of "e" clips on both sides of the rail simultaneously and can be used on a single side if necessary. Currently, the method used to insert and remove "e" clips utilizes a sledge hammer to wedge the clips in or out of place.

This was an informal competitive procurement to which two vendors responded. The low bidder, Superior Sales quoted a unit price of \$37,725.00, which is 25% lower than the unit price of \$47,156.25 from the second lowest bidder, Railroad Tool & Solutions LLC. Superior Sales was awarded the contract based on best price and acceptable lead time.

Award Date	Contractor	Description	Contract Number	Contract Amount	Solicitation Method
1/5/2018	Harben, Inc. (Cumming, GA)	Purchase of Two Water Jetters	6%19783	\$263,500 (Est.)	Informal Competition

Discussion:

The root cause for a significant number of track incidents that cause delays is water-related damage. As part of the Subway Action Plan, NYC Transit has launched an emergency Water Management Initiative that includes, through the use of water jetting, the elimination of debris that clogs drains allowing for the proper diversion of water at various drains located underground, on the tracks.

The two high-pressure hydraulic water jetters (15,000psi) will be mounted on a flat car by NYC Transit personnel and will be operated by NYC Transit's Infrastructure staff to quickly and efficiently clean track sewers, pipe drains and other conduits to remove obstructions, sand, solidified grease and other contaminants. The elimination of debris clogging track drains will reduce the incidents of service outages and disruptions and improve the reliability of service provided to the NYC Transit customers.

This was an informal competitive procurement in which 3 vendors were solicited. Two vendors responded to the solicitation. The low bidder, Harben Inc. (Harben) quoted a unit price of \$131,750 which is 51% lower than the quoted unit price of \$198,746 from the second low bidder, Aviva Technology. Harben was awarded the contract based on best price and acceptable lead-time.

Award Date	Contractor	Description	Contract Number	Contract Amount	Solicitation Method
12/27/2017	Essential Image, Inc. (Ontario, Canada)	Directional Floor Decals	6%19710	\$188,892 (Est.)	Informal Competition

Discussion:

This contract for the purchase of 6,600 red-flecked floor directional decals was done under E.O. 168 and falls under the Subway Action Plan for interior upgrades to subway cars to improve the customer experience. The directional floor decals are intended to assist NYC Transit passengers on entering subway cars in a more efficient manner, and are intended to reduce dwell time in stations.

Schedule K: Ratification of Completed Procurement Actions (Involving Schedules E-J)

This was an informal competitive procurement in which 7 vendors were solicited. Five vendors responded to the solicitation. The low bidder, Essential Image Inc. quoted a unit price of \$28.62 which is 49% lower than the quoted unit price of \$56.95 from the second low bidder, Sign Now Image 360. Essential Image Inc. was awarded the contract based on best price and lead-time.

Award Date	Contractor	Description	Contract Number	Contract Amount	Solicitation Method
12/29/2017	Saf-Gard Safety Shoes (Greensboro, NC)	Furnish and Deliver Safety Shoes and Work Shoes	6%19739	\$20,169,218 (Est.)	Informal Competition

Discussion:

This is a five year contract for furnishing and delivering safety and work shoes for NYC Transit and MTAB employees. This was identified as E.O. 168 eligible, as safety shoes (approximately 70% of the overall requirement) are mandatory for subway employees doing work on the tracks in the performance of essential job functions. Due to the unique nature of this contract, it was determined to use an informal competitive Request for Proposal (“RFP”) process in order to consider factors in addition to cost including relevant experience and qualifications and approach to the work in awarding an appropriate contract. This RFP contained the following evaluation criteria (listed in descending order of importance): (1) technical criteria including but not limited to relevant experience, qualifications and approach to the work, (2) overall project costs and (3) other relevant matters.

Under this contract, NYC Transit will provide employees with commercially available, off the shelf safety and work shoes which meet the American Society for Testing and Materials (“ASTM”) standards through a secure on-line ordering program. In prior contracts, shoes were distributed to eligible personnel through the use of a “shoe mobile” truck deployed by the contractor to various work sites.

Procurement conducted an extensive outreach and identified thirteen potential proposers, twelve of which are major suppliers in the shoe industry. A pre-proposal meeting was conducted, six proposals were received, Lehigh Outfitters, S&H Uniforms, Saf-Gard Safety Shoes, SMMC Enterprises, VF Imagewear and Workboots.com. The Selection Committee met, reviewed each proposal, and selected five companies to participate in oral presentations; four proposers were subsequently invited for negotiations.

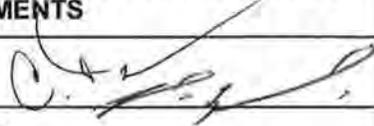
Following negotiations, Best and Final Offers (BAFOs) were requested and received from three companies, S&H Uniforms, Saf-Gard Safety Shoes and VF Imagewear. The Selection Committee reviewed the BAFOs in accordance with the evaluation criteria and unanimously found Saf-Gard to have demonstrated superior technical expertise in this field. The Selection Committee unanimously selected Saf-Gard because it demonstrated technical superiority and offered the lowest pricing.

The award amount of \$20,169,218 results in a total savings of \$3,765,324 or 15.73% below the initial pricing received from Saf-Gard. Additionally, the award amount is 2.23% lower than the next lowest proposer. Procurement, System Wide Contracts Management, and the Cost/Price Analysis Unit have determined the final price to be fair and reasonable.

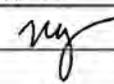
The contract was awarded to Saf-Gard on December 29, 2017 in the total amount of \$20,169,218.

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Staff Summary

Subject AMENDMENT TO GATEWAY TUNNEL AGREEMENT –WHEEL TRUING MACHINE, WEST SIDE YARDS	Date February 2018
Department LIRR ESA/SPECIAL PROJECT& MAINTENANCE OF EQUIPMENT DEPARTMENTS	Vendor Name
Department Head Name A. Hezarkhani/C. Daly 	Contract Number
Department Head Signature	Contract Manager Name
Project Manager Name G. EHRHARDT	Table of Contents Ref. #

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

Internal Approvals			
Order	Approval	Order	Approval
1	President  2/2/18	5	CFO 
2	Sr. VP - Operations 		
3	Sr. VP - Engineering 		
4	VP & General Counsel 		

PURPOSE AND RECOMMENDATION:

That the Board (1) ratify LIRR execution of an amendment to the Gateway Tunnel Agreement with Amtrak for the design, manufacture and installation of a new tandem wheel truing machine in the re-built Maintenance of Equipment (“MoE”) Facility at West Side Yard (“WSY”), so as to increase the previously authorized not to exceed cost for such work by \$1.84 million, and (2) authorize the expenditure of additional funds under said Agreement, up to a limit of \$800,000, if necessary to further accelerate delivery of said new wheel truing machine so that it is operational by September 2018.

DISCUSSION:

In April 2013, the Board approved a Staff Summary and Resolution which authorized LIRR to enter into a Gateway Tunnel Agreement with Amtrak, pursuant to which Amtrak would construct a concrete Tunnel Casing beneath the Eastern Rail Yard (ERY) portion of the LIRR’s WSY so as to preserve a future subsurface right-of-way for Amtrak’s proposed Gateway Tunnel. In order to allow for the construction of the Tunnel Casing, Amtrak was permitted to partially demolish and then rebuild LIRR’s existing MoE Facility in the ERY, at Amtrak’s expense. Amtrak contracted for the demolition of the existing facility and the construction and installation of the new facility with the Related Companies (“Related”), the developer of the commercial overbuild over the ERY, and Related in turn subcontracted the work to Tutor Perini (“Tutor Perini”), its general contractor tasked with constructing such overbuild.

While Amtrak was responsible for ensuring that the new facility could be used to replicate the same maintenance functions performed at the existing facility, it was not responsible for replacing major items of shop equipment located in the facility. The existing MoE Facility contained a milling-type single wheel truing machine, which was used to correct flat spots on train wheels and restore the wheels to serviceable condition. This machine, which was purchased in 1983, had exceeded its useful life and was not functioning efficiently. In order to obtain a new machine in the shortest possible time frame, LIRR sought and obtained Board approval, in March 2015, to execute an amendment to the Gateway Tunnel Agreement, pursuant to which LIRR contracted with Amtrak, as part of such agreement, to design, manufacture and install a new tandem wheel truing machine (“collectively, the “Wheel Truer Work”), at a total not-to-exceed cost of \$9.5 million.

In June 2017, the Board approved a further amendment to the Gateway Tunnel Agreement with Amtrak, to add an additional \$3.85 million for the Wheel Truer Work, thereby increasing the total not-to-exceed cost of such work to \$13.35 million. These additional funds were needed to address unforeseen site conditions that were revealed upon

Staff Summary

excavation of the pit to house the new wheel truing machine, including a higher than anticipated water table and unstable soil conditions.

It was anticipated that upon authorization of these additional funds, and issuance of appropriate change orders by Related to Tutor Perini, the work to install the new wheel truing machine would commence in the Summer of 2017. However, due to disputes between Amtrak, Related and Tutor Perini, issuance of the necessary change orders was delayed to the point where, in October 2017, Tutor Perini filed a claim for delay damages in the amount of \$1.84 million, and refused to act on the change orders until all of these disputes were resolved (some of the disputes had little or nothing to do with the Wheel Truer Work, such as the release of certain retainages to Tutor Perini on its construction contract).

After lengthy negotiations between all of the parties, with LIRR working to facilitate an overall understanding so as to free up the remaining Wheel Truer Work for completion as quickly as possible, the parties reached agreement allowing that Work to proceed in January 2018. LIRR, acting pursuant to authority granted under Article VIII of the MTA General Contract Procurement Guidelines (which allows an agency President or his/her designee to approve certain contract change orders without prior Board approval, in cases of *emergency or risk of substantial increase in cost or delay if prompt action is not taken*), approved a further amendment to the Gateway Tunnel Agreement, adding an additional \$1.84 million to cover Tutor Perini's delay damages claim. The current schedule for the new wheel truing machine calls for it to be installed by December 2018.

During the Fall "leaf-off" season, residue from crushed leaves falling on the rails results in reduced adhesion, problems in braking, and damage to train wheels in the form of "flat spots." This problem was particularly acute for LIRR in the Fall/Winter of 2017-18, resulting in many railcars being taken out of service until flat spots could be repaired, severely impacting service. Flat spots are typically repaired through use of wheel truing machines, which grind out the flat spots and return the wheels to a safe operating condition. LIRR has several wheel truing machines, but its wheel truing capacity has been impaired by the machine at West Side Yards being unavailable for several years.

In recognition of the importance of the wheel truing machine at West Side Yards, LIRR is asking the Board to retroactively approve certain steps taken in January to break the impasse between Amtrak, Related and Tutor Perini, avoid further delays and increases in cost, and secure resumption of work to get the machine back into service; specifically, the amendment of the Gateway Tunnel Agreement calling for the expenditure of an additional \$1.84 million to resolve Tutor Perini's delay damage claim. Further, as part of the LIRR's Performance Enhancement Plan (PEP), and to help ensure that we do not face the same situation again this coming Fall/Winter, LIRR is asking for authorization to expend up to an additional \$800,000, under the Gateway Tunnel Agreement, to further accelerate delivery and installation of the wheel truing machine so that it is operational in September 2018, rather than December 2018 as now projected.

ALTERNATIVE:

There are no acceptable alternatives regarding the installation of the new tandem wheel truer, as the original outmoded wheel truer has been removed, the new tandem wheel truer manufactured, and the pit where it will be installed excavated. Unless the new wheel truer is brought on line in time for the Fall 2018 "leaf-off" season, it is possible that LIRR will face the same shortage of railcars due to "flat spots" that occurred this year.

BUDGET IMPACTS:

LIRR has identified funds within the existing MTA 2015 – 2019 Capital Program which can be used to (1) cover the additional \$1.84 million needed to complete the procurement and installation of the new wheel truing machine, and (2) the provision of up to \$800,000 in additional funding, if necessary, to secure further acceleration of the delivery schedule of the new machine so that it is operational in September 2018.

Staff Summary

Item Number G					
Dept. & Dept. Head Name: Procurement & Material Management, Alfred Muir, Sr. Director					
Division & Division Head Name: Executive Vice President, Catherine Rinaldi					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	MNR Comm. Mtg.	2-20-18	X		
2	MTA Board Mtg.	2-22-18	X		
Internal Approvals					
Order	Approval	Order	Approval		
X	Acting President <i>[Signature]</i>				
X	Sr. V.P. Operations <i>[Signature]</i>	X	V.P. Finance & IT <i>[Signature]</i>		
X	V.P. & General Counsel <i>[Signature]</i>	X	V. P. Capital Programs <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name Bombardier Transportation Inc.	Contract Number TBD
Description Installation of Positive Train Control (PTC) and Onboard Camera Kits for the MNR M-3 Fleet.	
Total Amount \$4,625,000 (not-to-exceed)	
Contract Term (including Options, if any) 10 Months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source: PTC is Federally funded Camera installation is State funded	
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION:

Approval is requested to award a 10-month non-competitive, negotiated, miscellaneous service agreement in the total not to exceed amount of \$4,625,000 to the firm, Bombardier Transportation Inc. (Bombardier), for the installation of Positive Train Control (PTC) and Onboard Camera Kits on the remaining 100 Railcars in the MNR M-3 Fleet.

II. DISCUSSION:

The 2008 Rail Safety Improvement Act (RSIA) as modified in 2015 requires PTC installation on commuter rail lines by December of 2018. In order to accomplish accelerated PTC installations on multiple fleets concurrently, MNR requires the use of a third-party contractor to install PTC on its M-3 fleet. Bombardier Transportation was approved at the September 2015 MTA Board to install 334 PTC Kits on MNR's M-7 Railcar fleet. Bombardier has performed exceptionally well in completing that project. MNR is looking to take advantage of the efficiencies Bombardier has put in place on the M-7 fleet to accomplish the M-3 fleet in the most timely and efficient manner to achieve the December 2018 date.

In addition to the implementation of PTC and because of recommendations from the National Transportation Safety Board (NTSB), MNR began the process of designing and installing inward and outward facing video and audio recorders in the cabs of its rolling stock. This effort has been on going on all MNR Railcars. It is therefore recommended that Bombardier complete both camera and PTC installations on the M-3 Railcars to optimize the efficiencies. The addition of the camera system installation will not negatively impact the installation of PTC.

Bombardier, through the installation of the M-7 PTC and Camera Kits, has experience and familiarity with these installations. In addition, Bombardier is the owner of the original M-3 Original Equipment Manufacturer (OEM) drawings. Any other vendor would require a learning curve to become acquainted with the M-3 equipment, which would put the current full

Staff Summary

implementation date in jeopardy. To fully expedite the installation of the PTC and Camera Kits, LIRR is continuing to make its Arch Street Facility (owned by MTA) available for the performance of the MNR work. The license agreement previously executed by the MTA, on behalf of Long Island Rail Road and MNR, with Bombardier to use the Arch Street Facility shall remain in effect.

MNR completed a responsibility review of Bombardier Inc. as defined in the All Agency Responsibility Guidelines in connection with this award recommendation, which yielded no significant adverse information (SAI).

III. COST/PRICE ANALYSIS

Bombardier submitted a total cost proposal of \$4,625,000 for the installation of the remaining M-3 100 Railcars. The unit cost for the installation of these kits is 5% less than the engineer's estimate. The prices submitted were deemed fair and reasonable. In addition to the cost savings associated with using Bombardier for these installations the overall duration of the M-3 portion of this project will be greatly reduced. As with the M-7 work, the direct costs associated with maintaining and operating the Arch Street facility and shop equipment will be billed by Bombardier to MNR and reimbursed at actual cost. These costs are not reflected in the \$4,625,000.

IV. IMPACT ON FUNDING:

The total award amount for this agreement shall not exceed \$4,625,000 over the ten-month period and is to be funded by the MNR Operating Budget (Onboard Camera Kits) and MNR's Capital Program (PTC Kits).

V. ALTERNATIVES:

By contracting this work to a third party, MNR forces can be redeployed to installing the remaining installations on the fleets.

Schedule I: Modifications to Purchase and Public Works Contracts



Item Number: |

Vendor Name (& Location) Sepsa North America, Inc.
Description Fabrication and Delivery of Onboard Video Systems
Contract Term (including Options, if any) 36 months
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept/Div & Dept/Div Head Name: Procurement & Material Management, Al Muir, Sr. Director

Contract Number	AWO/Modification #
36124	
Original Amount:	\$13,222,010
Prior Modifications:	\$ 9,266,814
Prior Budgetary Increases:	\$ 0
Current Amount:	\$22,488,824
This Request:	\$1,207,105
% of This Request to Current Amount:	5%
% of Modifications (including This Request) to Original Amount:	79%

Discussion:

Approval is requested for a contract change order to the firm Sepsa North America, Inc. (Sepsa), in the amount of \$1,207,105, for the fabrication and delivery of 60 M-8 onboard camera kits to be installed by the car builder, Kawasaki Rail Car.

At the November 2014 MTA Board meeting, MNR received approval to award a contract to Sepsa North America to provide onboard video cameras for its fleet of Railcars and Locomotives which included cameras to outfit the existing fleet of 405 M-8 Railcars.

Subsequent to that award, MNR received MTA Board authorization in September 2016 to procure an additional 60 M-8 cars from Kawasaki. This additional quantity of railcars requires onboard cameras configured the same as the base fleet. The fabrication and delivery of these additional kits by Sepsa will coincide with Kawasaki's production of the 60-car order at their facility in Lincoln, Nebraska and will ensure that the railcars arrive fully configured.

MNR completed a responsibility review of Sepsa Inc. as defined in the All Agency Responsibility Guidelines in connection with this award recommendation, which yielded no significant adverse information (SAI).

The cost of this change has been agreed upon in the amount of \$1,207,105 and is consistent with the original competitively solicited material cost of the M-8 cameras. Funding for this change is to be provided by both CDOT and MNR Operating Budget.

Item Number: 1

Vendor Name (& Location) Railware, Inc. (Hauppauge, NY)
Description SCADA System Modifications at Divide Tower for Mainline Second Track
Contract Term (including Options, if any) 230 Consecutive Calendar Days from Notice of Award
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" 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: Sole Source Contract

Contact Number 6275	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Amount:	\$249,025.05
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: LIRR DPM, Paul Dietlin, Chief Engineer 	
Contract Manager : Ana Natal	

I. PURPOSE/RECOMMENDATION:

The Long Island Rail Road (LIRR) requests MTA Board approval to award a Sole Source Miscellaneous Service contract to Railware, Inc. ("Railware") in the amount of \$249,025.05 to make software modifications to LIRR's Divide Tower Signal Control System (DTSCS) in Hicksville, NY to incorporate the Main Line Second Track from Farmingdale to Ronkonkoma, into the existing SCADA System. These modifications require the original developer of this software, Railware, to make the necessary modifications and revisions to the infrastructure and signal system to the DTSCS located in Divide Tower, Hicksville, New York. Once completed, the DTSCS will conform to the new infrastructure and signal system changes associated with the Main Line Second Track Project. The DTSCS provides all of the functions, data and interfaces necessary for LIRR personnel to monitor and control the Divide Tower Territory. The system includes the interface to field devices, communications lines and user consoles. The DTSCS system communicates with remote terminal units located at field locations along the Main Line and the Port Jefferson Branch. The end users are LIRR Train Dispatchers and Operations Personnel, who control the movement of trains through the Interlockings along these lines.

II. DISCUSSION:

At this time, LIRR seeks approval to award this Sole Source Miscellaneous Contract to Railware Inc. Railware was requested to provide a technical and cost proposal to perform the work under this contract. Once their proposal was received, LIRR conducted a technical evaluation of the firm's offerings and determined that Railware's technical proposal demonstrated a complete understanding of the Technical Statement of Work (TSOW), plans to maintain an aggressive schedule and to meet the requirements of the contract. Further discussions with Railware involved cost-saving initiatives such as eliminating unnecessary scope items. Therefore, since their revised cost proposal price of \$249,025.05 was significantly less than LIRR's Estimate of \$578,810, it was determined that Railware's offering was "fair and reasonable."

After conducting a responsibility review, Railware, Inc. was determined to be a responsible contractor.

III. D/M/WBE INFORMATION:

The MTA Department of Diversity and Civil Rights (DDCR) had established 0% MBE, 0% WBE, and 0% SDVOB goals for this project.

IV. IMPACT ON FUNDING:

Funding for this contract is included in LIRR's 2015-2019 Capital Budget.

V. ALTERNATIVES:

Alternative procurement methods to "sole source" include:

Alternative 1: Openly solicit an upgrade to DTSCS's Railware system. As the current system is proprietary to Railware, only Railware would propose or they would be used as a subvendor to another vendor. Soliciting in this manner therefore would only add time and cost to the procurement process.

Alternative 2: Openly solicit a complete replacement of the entire supervisory control system at Divide Tower which controls the Main Line from Hicksville to Ronkonkoma and the entire Port Jefferson Branch. This system was recently installed in 2015. The cost of this alternative is \$4,300,000 (based on bid prices received in 2014 for the #6123 contract, with an escalation factor to 2017).

Alternative 3: Openly solicit a separate supervisory control system to solely control the Main Line from Farmingdale to Ronkonkoma and remove all Railware's Dispatch X Control of the Main Line from the existing DTSCS Software, while leaving Railware's system intact to control the Port Jefferson Branch. This alternative requires developing a separate system (from DTSCS) which will prohibit efficient control of trains throughout the territories and may require an additional Block Operator. The cost of Alternative 3 is estimated as follows:

- \$2,000,000.00 initial cost to construct a separate supervisory control system (Farm 1 to KO2).
- \$250,000.00 annually for an additional Block Operator and incidental expenses.
- \$7,000,000.00 anticipated life cycle cost over 20 years to have a separate control system.

Another disadvantage to Alternatives #2 and #3 is that the LIRR has been trained in troubleshooting the Railware system and has spare equipment that can be used in the event of system failure. To gain a similar level of familiarity and understanding with a new system will require additional time/money and increase the risk of lengthy system failures.

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Staff Summary

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

SUMMARY INFORMATION	
Vendor Name: Boyce Technologies, Inc.	Contract No. A-37628
Description Sandy Resiliency: Upgrade Emergency Booth Communication System	
Total Amount \$49,338,169	
Contract Term (including Options, if any) 32 Months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE:

To obtain Board approval to award a competitively solicited Sandy Resiliency contract for the upgrade of the Emergency Booth Communication System (“EBCS”) to Boyce Technologies, Inc. (“Boyce”) in the amount of \$49,338,169 with a term of 32 months. The contract also includes three 5-year options for maintenance and training support services; the pricing for these options of \$20,606,396, is not included in the total amount listed above, as separate Board approval and funding will be sought prior to the exercise of any option.

DISCUSSION:

EBCS is an emergency safety notification system used for communications between station agents and the Rail Control Center (“RCC”) during emergency and safety-related incidents. The current EBCS is an analog system that is near the end of its useful life and needs to be replaced to meet the needs of NYC Transit and its users. This contract will replace and modernize the EBCS by upgrading from the use of analog call transmission technology to a digital technology, which will improve the quality of voice communications and Mass Call announcements to station agents. The contract also includes the integration of the upgraded EBCS into a unified platform along with other communication systems such as the Help Point (“HP”) and Customer Assistance Intercom (“CAI”). In addition to providing better response times for customers and station agents, this integration will (1) provide faster and more reliable communication, higher data storage and better management of the emergency communication systems, including consolidating steps in emergency call logging and reporting procedures through report generation and customization, and (2) allow for simpler and automatic diagnostics, testing, and maintenance.

In order to notify the contracting community of this upcoming procurement, an extensive outreach was conducted in 2015 followed by a Request for Information.

The Authorizing Resolution requesting the use of a competitive Request for Proposal (“RFP”) procurement process was approved by the Board in July 2016. A one-step RFP was issued requiring the submission of technical and price proposals including pricing for three 5-year options for maintenance of hardware and software in order to achieve life-cycle costing and to ensure maintenance coverage throughout the useful life of the system. Two proposals were received. Boyce proposed a base price of \$47,412,233 with an optional maintenance price of \$35,215,979 for a total of \$82,628,212. Parsons Transportation Group of New York, Inc. (“Parsons”) proposed a base price of \$63,419,030 with an optional maintenance price of \$18,058,183 for a total of \$81,477,213. The internal estimate included a base price of \$43,909,011 with an optional maintenance price of \$17,553,000 for a total of \$61,462,011.

Both Boyce and Parsons’ proposals were evaluated by a Selection Committee (“SC”) in accordance with preestablished selection criteria addressing relevant experience, approach to the work, and other technical matters related to the project. Supporting the SC evaluation was a Technical Advisory Committee (“TAC”) comprised of members from various NYC Transit divisions, Capital Program Management (“CPM”), and MTA-IT. The SC and members of the TAC also observed oral presentations from both proposers.

Following oral presentations, the proposers were ranked technically. Although it was determined that both proposals met the minimum requirements of the RFP, Boyce’s technical proposal was unanimously ranked the highest based on Boyce’s understanding of the work as well as its familiarity with the current system and having the best proposed solution. At the conclusion of the technical evaluation, the overall project cost and other relevant matters were considered. The SC recommended both proposers for negotiations.

Negotiations included discussions of commercial and contractual terms and conditions including any exceptions, base and option pricing including any assumptions, and technical requirements to ensure that each technical solution complied with all requirements contained in the Scope of Work and Technical Specifications.

Following negotiations, a Post Proposal Addendum (“PPA”) was issued to both proposers to clarify elements of the Technical Specifications, including (1) the coverage range of portable transmitting devices, (2) the testing of all network equipment (EBCS, HPs, and CAIs) by the contractor, and (3) additional contract language pertaining to software and network security. Both proposers were instructed to submit interim technical and price proposals allowing for adjustments resulting from negotiations and the PPA. As a result of the PPA, the internal estimate was revised to include a base price of \$45,253,126 with an optional maintenance price of \$20,573,706 for a total of \$65,826,832.

After receipt of the interim technical and price proposals, a second round of negotiations was conducted with each proposer to discuss their submissions and to finalize any outstanding technical issues. At the conclusion of negotiations, Boyce and Parsons were requested to submit their Best and Final Offers (“BAFO”).

The table below shows a comparison of the two proposers’ initial, interim and BAFO price proposals:

		Initial	Interim	BAFOs	Estimate
Boyce	Base	\$47,412,233	\$49,849,611*	\$49,338,169	\$45,253,126
	Option	\$35,215,979	\$23,249,972	\$20,606,396	\$20,573,706
	Total	\$82,628,212	\$73,099,583	\$69,944,565	\$65,826,832
Parsons	Base	\$63,419,030	\$55,549,999	\$52,425,000	
	Option	\$18,058,183	\$24,732,205	\$19,273,628	
	Total	\$81,477,213	\$80,282,204	\$71,698,628	

*Boyce’s initial base proposal included the use, wherever possible, of existing electrical wiring and switches in lieu of replacement as required by the contract. During negotiations, Boyce was advised that its proposal should comply with the RFP specifications. As a result, Boyce’s interim proposal increased by 5%.

Boyce’s BAFO of \$69,944,565 is \$12,683,647 or 15.4% lower than its initial proposal and is within 6.3% of the revised internal estimate. Boyce’s BAFO is \$1,754,063 or 2.5% below Parsons’ BAFO of \$71,698,628. Boyce’s BAFO price is considered fair and reasonable. The SC reviewed the BAFOs and revisited the technical evaluations. The SC recommended Boyce for award, determining that its superior technical proposal and lowest price offered the best overall value to NYC Transit based on the selection criteria. Based on the competitive nature of the RFP, the price has been found to be fair and reasonable.

Boyce has extensive experience working on NYC Transit projects of similar size, scope, and complexity and is currently the contractor responsible for maintaining the existing EBCS. Boyce has participated in past NYC Transit projects, including Public Address/Customer Information Screens, ESI Package 1, and Passenger Station Local Area Network as a subcontractor and/or systems integrator. Boyce is also a subcontractor on the AMTRAK Wi-Fi project from Boston to Washington D.C. and the prime contractor for an outdoor media kiosk project in various cities for Verizon. Reference checks for all of these projects found Boyce’s performance satisfactory.

M/W/DBE INFORMATION:

The MTA Department of Diversity and Civil Rights has assigned goals of 17% DBE. Boyce Technologies has submitted a utilization plan to achieve the assigned DBE goals. Boyce Technologies has not completed any MTA contracts; therefore, no assessment of the firm’s M/W/DBE performance can be determined at this time.

IMPACT ON FUNDING:

This contract is FTA funded under Superstorm Sandy Resiliency Funding. The contract will not be awarded until a WAR Certificate is received.

ALTERNATIVES:

None recommended. Currently, NYC Transit lacks available in-house technical personnel to perform the specific tasks required under the scope of work for this contract.

CAPITAL PROGRAM REPORTING:

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

RECOMMENDATION:

It is recommended that the Board approve the award of a contract for the Upgrade of the Emergency Booth Communication System to Boyce Technologies, Inc. in the amount of \$49,338,169 with a term of 32 months. The contract also includes three 5-year options for maintenance and training support services. Separate Board approval and funding will be sought prior to the award of any option.

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Schedule H: Modifications to Personal Service Contracts and Miscellaneous Service Contracts
Item Number: 2 (Final)

Vendor Name (& Location) TransCore, LP		Contract Number PSC-13-2949	AWO/Modification
Description All-Electronic Open Road Tolling (ORT)		Original Amount:	\$7,968,282.00
Contract Term (including Options, if any) July 18, 2014 – July 17, 2022		Prior Modifications:	\$73,551,478
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Prior Budgetary Increases:	\$0.00
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount:	\$81,519,760
Solicitation Type	<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	This Request:	\$73,011,502
Funding Source		% of This Request to Current Amount:	90%
<input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		% of Modifications (including This Request) to Original Amount:	1826%
Requesting Dept./Div & Dept/Div Head Name: Operations/ VP and Chief of Operations, Patrick Parisi			

Discussion

B&T is seeking Board Approval in accordance with the All-Agency Service Contract Procurement Guidelines to amend personal service Contract No. PSC-13-2949 with TransCore, LP for cashless tolling maintenance services at the Authority toll facilities in the not-to exceed amount of \$73,011,502 for a period of six years with three (3) one-year option periods. This contract was awarded to TransCore in July 2014 on a competitive basis in the amount of \$7,968,282 for a duration of eight (8) years to install and maintain an AET/ORT system (cashless tolling system) at the Henry Hudson Bridge (HHB). Subsequent amendments added cashless tolling at the eight additional Authority toll Facilities and increased the contract value by \$73,551,478.

Cashless tolling has been in operation at all Authority facilities since September 2017. While the original RFP focused primarily on the Henry Hudson Bridge, the RFP also advised all proposers that the awarded contract may be amended to expand cashless tolling to the other B&T toll facilities. In October 2016, the Board approved an amendment to fund the contract for the implementation of cashless tolling at all the Authority's facilities and for a one-year maintenance term. This proposed amendment will add maintenance services for six (6) years to the contract and modify the contract's Key Performance Indicators (KPIs). KPIs are metrics that demonstrate how the system is performing and whether it is meeting the functional requirements of the contract. It is noted that TransCore will provide a revenue guaranty for the Authority's \$1.9 billion revenue stream. Therefore, to ensure optimal system performance and protect the Authority's revenue stream, it will cost the Authority approximately \$12 million annually to maintain and operate the cashless toll collection system.

The maintenance services include (i) 24/7/365 monitoring of the system at each facility; (ii) performance of maintenance required due to normal wear and tear and damage to the equipment; (iii) establishment and management of an inventory of spare parts; (iv) provision of preventive and scheduled maintenance; and (v) providing software maintenance and support services. TransCore will also monitor and audit the performance of the cashless system monthly which will be reviewed and verified by the Authority. The Authority has also modified the KPIs in the contract to ensure they are clearly defined, simple, practicable, transparent, and 100% measurable. Each of the KPIs corresponds to a revenue function performed by the system (e.g. the capturing of tag reads, collection of images, etc.). The Authority has also augmented the revenue protection features of the contract by adding performance requirements for equipment availability, maximum repair time, and lost revenue events not covered under the above noted KPI provisions. The KPIs and added requirements are critical for the protection of the Authority's approximately \$1.9 billion revenue stream and will be used to calculate any damages resulting from lost revenue or the Contractor's failure to meet performance at the levels established under the contract.

TransCore initially proposed a cost of \$72,000,000. As a result of negotiations, both parties agreed to \$69,411,502 for a savings of \$2,588,498. The user's estimate of \$68,444,570 is 1.4% lower than the negotiated amount, which is considered fair and reasonable. The not-to-exceed amount of \$73,011,502 includes an allowance for spare parts inventory in the amount of \$2,600,000 and an allowance for special events coverage in the amount of \$1,000,000. TransCore has been found to be a responsible Contractor. Funding is available in the Operating Budget under General Ledger #711420.

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

Item Number: 3 (Final)

Vendor Name (& Location) 1) JHK Engineering, P.C., New York, NY 2) Henningson, Durham and Richardson Architecture and Engineering, P.C., New York, NY		Contract Number PSC-15-2980A, PSC-15-2980B	AWO/Modification #
Description Miscellaneous ITS Design Consultant on an As-Needed Basis		Original Amount: \$3,000,000.00	
Contract Term (including Options, if any) 08/26/2016 – 08/25/2020		Prior Modifications: \$ 0.00	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Prior Budgetary Increases: \$ 0.00	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		Current Amount: \$3,000,000.00	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		This Request: \$1,700,000.00	
Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		% of This Request to Current Amount: 56.5%	
Requesting Dept/Div & Dept/Div Head Name: Department, Name		% of Modifications (including This Request) to Original Amount: 56.5%	

Discussion:

B&T is seeking Board approval in accordance with the All-Agency Guidelines for Procurement of Services to modify two personal service contracts, PSC-15-2980A and PSC-15-2980B to (A) JHK Engineering, P.C. (JHK), and (B) Henningson, Durham and Richardson Architecture and Engineering, P.C., (HDR) for additional design services in the not-to exceed amount of \$1,700,000 .

The contracts were competitively awarded to JHK and HDR in September 2016 to provide miscellaneous design services for Intelligent Transportation Systems (ITS) projects on an as-needed basis in the aggregate not-to-exceed amount of \$3,000,000 over a period of four (4) years. ITS systems provide innovative services for different modes of transportation and enable the public to make informed, safer and coordinated decisions when using transportation networks. These contract services will be assigned on an as-needed basis by issuing work orders.

As a result of cashless tolling and its impacts on the existing Traffic Management and Intelligent Transportation related systems, additional design services are required for the following items: (i) a new Over Height Vehicle Detection System at QMT and HLCT approach roadway on facility and off-facility, (ii) a traffic/queue detection system to reduce collisions at BW and VN exits lanes, (iii) updating specifications for video signs, variable message signs, and IP cameras, (iv) the new command center for centralized operation and (v) new B&T Operations system architecture.

As a result of the above, additional money in the amount of \$1,700,000 is needed so that both JHK and HDR can continue to assist the Authority with the existing traffic management and intelligent transportation related systems. Funding is available in the 2015 – 2019 Capital Program under the agency-wide (AW) projects (WAR Certificates will be requested on a work order basis).

METROPOLITAN TRANSPORTATION AUTHORITY
Accrual Statement of Operations
2017 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

Non-Reimbursable	December 2017 Year-to-Date			Variance: Favorable/(Unfavorable)			
	Adopted Budget	Final Estimate	Actual	Adopted Budget vs Actual		Final Estimate vs Actual	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$6,270.6	\$6,172.4	\$6,167.1	(\$103.5)	(1.7)	(\$5.2)	(0.1)
Toll Revenue	1,927.2	1,906.4	1,911.9	(15.4)	(0.8)	5.5	0.3
Other Revenue	708.3	665.1	657.9	(50.4)	(7.1)	(7.2)	(1.1)
Total Revenues	\$8,906.1	\$8,743.8	\$8,736.8	(\$169.3)	(1.9)	(\$6.9)	(0.1)
Expenses							
<u>Labor:</u>							
Payroll	\$5,047.6	\$5,036.7	\$5,017.9	\$29.7	0.6	\$18.8	0.4
Overtime	752.8	882.2	936.6	(183.8)	(24.4)	(54.3)	(6.2)
Health and Welfare	1,289.2	1,213.5	1,188.4	100.8	7.8	25.1	2.1
OPEB Current Payments	591.8	568.7	569.4	22.4	3.8	(0.8)	(0.1)
Pension	1,323.0	1,326.3	1,341.9	(18.8)	(1.4)	(15.6)	(1.2)
Other Fringe Benefits	879.5	889.0	887.3	(7.8)	(0.9)	1.8	0.2
Reimbursable Overhead	(437.0)	(475.7)	(488.4)	51.5	11.8	12.8	2.7
Total Labor Expenses	\$9,447.0	\$9,440.7	\$9,453.1	(\$6.0)	(0.1)	(\$12.3)	(0.1)
<u>Non-Labor:</u>							
Electric Power	\$504.6	\$443.9	\$432.9	\$71.7	14.2	\$11.0	2.5
Fuel	160.5	147.4	148.5	12.0	7.5	(1.0)	(0.7)
Insurance	50.6	29.9	(2.5)	53.1	> 100.0	32.4	> 100.0
Claims	281.1	313.8	369.6	(88.5)	(31.5)	(55.8)	(17.8)
Paratransit Service Contracts	411.3	390.8	395.3	16.0	3.9	(4.5)	(1.2)
Maintenance and Other Operating Contracts	789.3	751.3	658.6	130.7	16.6	92.7	12.3
Professional Services Contracts	557.2	574.9	483.2	74.0	13.3	91.7	15.9
Materials and Supplies	649.1	605.6	590.2	58.9	9.1	15.4	2.5
Other Business Expenses	200.9	208.9	208.1	(7.2)	(3.6)	0.7	0.4
Total Non-Labor Expenses	\$3,604.6	\$3,466.5	\$3,283.9	\$320.7	8.9	\$182.6	5.3
<u>Other Expense Adjustments</u>							
Other	\$49.2	\$52.3	\$49.4	(\$0.2)	(0.3)	\$2.9	5.6
General Reserve	155.0	0.0	0.0	155.0	100.0	0.0	N/A
Total Other Expense Adjustments	\$204.2	\$52.3	\$49.4	\$154.8	75.8	\$2.9	5.6
Total Expenses Before Non-Cash Liability Adjs.	\$13,255.9	\$12,959.6	\$12,786.4	\$469.5	3.5	\$173.2	1.3
Depreciation	\$2,598.8	\$2,615.3	\$2,587.5	\$11.2	0.4	\$27.8	1.1
OPEB Liability Adjustment	1,939.2	1,680.8	1,616.3	322.9	16.7	64.5	3.8
GASB 68 Pension Expense Adjustment	(94.4)	(171.8)	(156.0)	61.6	65.2	(15.8)	(9.2)
Environmental Remediation	6.0	3.6	2.9	3.1	51.4	0.7	19.4
Total Expenses After Non-Cash Liability Adjs.	\$17,705.5	\$17,087.5	\$16,837.1	\$868.4	4.9	\$250.4	1.5
Net Surplus/(Deficit) Before Subsidies & Debt Svc	(\$4,349.8)	(\$4,215.8)	(\$4,049.5)	\$300.2	6.9	\$166.3	\$3.9
Subsidies	\$6,659.2	\$6,469.0	\$6,419.8	(\$239.5)	(3.6)	(\$49.2)	(0.8)
Debt Service	2,603.5	2,507.2	2,509.6	93.9	3.6	(2.4)	<(100.0)

Note: Totals may not add due to rounding

METROPOLITAN TRANSPORTATION AUTHORITY
Accrual Statement of Operations
2017 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

Reimbursable	December 2017 Year-to-Date			Variance: Favorable/(Unfavorable)			
	Adopted Budget	Final Estimate	Actual	Adopted Budget vs Actual		Final Estimate vs Actual	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$0.0	\$0.0	\$0.0	\$0.0	N/A	\$0.0	N/A
Toll Revenue	0.0	0.0	0.0	0.0	N/A	0.0	N/A
Other Revenue	0.0	0.0	0.0	0.0	N/A	0.0	N/A
Capital and Other Reimbursements	2,063.1	2,186.8	2,169.6	106.5	5.2	(17.2)	(0.8)
Total Revenues	\$2,063.1	\$2,186.8	\$2,169.6	\$106.5	5.2	(\$17.2)	(0.8)
Expenses							
<u>Labor:</u>							
Payroll	\$730.0	\$691.8	\$676.7	\$53.3	7.3	\$15.1	2.2
Overtime	172.4	256.5	266.7	(94.3)	(54.7)	(10.2)	(4.0)
Health and Welfare	74.2	74.5	73.5	0.7	0.9	1.0	1.4
OPEB Current Payments	8.3	10.1	9.8	(1.4)	(17.1)	0.3	3.3
Pension	96.3	97.6	96.3	0.0	(0.0)	1.3	1.3
Other Fringe Benefits	246.1	251.7	253.0	(6.9)	(2.8)	(1.3)	(0.5)
Reimbursable Overhead	435.0	473.7	485.5	(50.5)	(11.6)	(11.7)	(2.5)
Total Labor Expenses	\$1,762.2	\$1,855.9	\$1,861.4	(\$99.1)	(5.6)	(\$5.5)	(0.3)
<u>Non-Labor:</u>							
Electric Power	\$0.4	\$1.1	\$1.7	(\$1.3)	<(100.0)	(\$0.6)	(52.7)
Fuel	0.1	0.2	0.1	0.1	48.3	0.1	62.6
Insurance	13.8	12.6	12.7	1.1	7.9	0.0	(0.4)
Claims	0.0	0.0	0.0	0.0	N/A	0.0	N/A
Paratransit Service Contracts	0.0	0.0	0.0	0.0	N/A	0.0	N/A
Maintenance and Other Operating Contracts	69.9	74.0	70.9	(0.9)	(1.3)	3.1	4.2
Professional Services Contracts	60.3	70.4	68.1	(7.8)	(12.9)	2.4	3.4
Materials and Supplies	155.4	170.5	151.1	4.4	2.8	19.5	11.4
Other Business Expenses	0.9	2.0	3.8	(2.8)	<(100.0)	(1.7)	(85.5)
Total Non-Labor Expenses	\$300.8	\$330.9	\$308.2	(\$7.3)	(2.4)	\$22.7	6.9
<u>Other Expense Adjustments</u>							
Other	\$0.0	\$0.0	\$0.0	\$0.0	N/A	\$0.0	N/A
General Reserve	0.0	0.0	0.0	0.0	N/A	0.0	N/A
Total Other Expense Adjustments	\$0.0	\$0.0	\$0.0	\$0.0	N/A	\$0.0	N/A
Total Expenses Before Non-Cash Liability Adjs.	\$2,063.1	\$2,186.8	\$2,169.6	(\$106.5)	(5.2)	\$17.2	0.8
Net Surplus/(Deficit) Before Subsidies & Debt Svc	\$0.0	\$0.0	\$0.0	\$0.0	> 100.0	\$0.0	> 100.0

Note: Totals may not add due to rounding

METROPOLITAN TRANSPORTATION AUTHORITY
Accrual Statement of Operations
2017 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

Total Non-Reimbursable/Reimbursable	December 2017 Year-to-Date			Variance: Favorable/(Unfavorable)			
	Adopted Budget	Final Estimate	Actual	Adopted Budget vs Actual		Final Estimate vs Actual	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$6,270.6	\$6,172.4	\$6,167.1	(\$103.5)	(1.7)	(\$5.2)	(0.1)
Toll Revenue	1,927.2	1,906.4	1,911.9	(15.4)	(0.8)	5.5	0.3
Other Revenue	708.3	665.1	657.9	(50.4)	(7.1)	(7.2)	(1.1)
Capital and Other Reimbursements	2,063.1	2,186.8	2,169.6	106.5	5.2	(17.2)	(0.8)
Total Revenues	\$10,969.2	\$10,930.6	\$10,906.4	(\$62.8)	(0.6)	(\$24.2)	(0.2)
Expenses							
<u>Labor:</u>							
Payroll	\$5,777.6	\$5,728.5	\$5,694.6	\$83.0	1.4	\$33.9	0.6
Overtime	925.2	1,138.7	1,203.3	(278.1)	(30.1)	(64.6)	(5.7)
Health and Welfare	1,363.4	1,288.0	1,261.9	101.5	7.4	26.1	2.0
OPEB Current Payments	600.2	578.8	579.2	21.0	3.5	(0.4)	(0.1)
Pension	1,419.3	1,423.8	1,438.2	(18.8)	(1.3)	(14.4)	(1.0)
Other Fringe Benefits	1,125.6	1,140.8	1,140.2	(14.7)	(1.3)	0.5	0.0
Reimbursable Overhead	(2.0)	(1.9)	(3.0)	1.0	50.2	1.0	54.2
Total Labor Expenses	\$11,209.3	\$11,296.7	\$11,314.5	(\$105.2)	(0.9)	(\$17.8)	(0.2)
<u>Non-Labor:</u>							
Electric Power	\$505.0	\$445.0	\$434.6	\$70.4	13.9	\$10.4	2.3
Fuel	160.6	147.6	148.5	12.1	7.5	(0.9)	(0.6)
Insurance	64.3	42.5	10.2	54.2	84.2	32.3	76.1
Claims	281.1	313.8	369.6	(88.5)	(31.5)	(55.8)	(17.8)
Paratransit Service Contracts	411.3	390.8	395.3	16.0	3.9	(4.5)	(1.2)
Maintenance and Other Operating Contracts	859.3	825.3	729.5	129.8	15.1	95.8	11.6
Professional Services Contracts	617.5	645.3	551.3	66.2	10.7	94.0	14.6
Materials and Supplies	804.5	776.2	741.3	63.3	7.9	34.9	4.5
Other Business Expenses	201.8	210.9	211.9	(10.0)	(5.0)	(1.0)	(0.5)
Total Non-Labor Expenses	\$3,905.5	\$3,797.4	\$3,592.1	\$313.4	8.0	\$205.3	5.4
<u>Other Expense Adjustments</u>							
Other	\$49.2	\$52.3	\$49.4	(\$0.2)	(0.3)	\$2.9	5.6
General Reserve	155.0	0.0	0.0	155.0	100.0	0.0	N/A
Total Other Expense Adjustments	\$204.2	\$52.3	\$49.4	\$154.8	75.8	\$2.9	5.6
Total Expenses Before Non-Cash Liability Adjs.	\$15,319.0	\$15,146.4	\$14,955.9	\$363.1	2.4	\$190.4	1.3
Depreciation	\$2,598.8	\$2,615.3	\$2,587.5	\$11.2	0.4	\$27.8	1.1
OPEB Liability Adjustment	1,939.2	1,680.8	1,616.3	322.9	16.7	64.5	3.8
GASB 68 Pension Expense Adjustment	(94.4)	(171.8)	(156.0)	61.6	65.2	(15.8)	(9.2)
Environmental Remediation	6.0	3.6	2.9	3.1	51.4	0.7	19.4
Total Expenses After Non-Cash Liability Adjs.	\$19,768.5	\$19,274.3	\$19,006.6	\$761.9	3.9	\$267.7	1.4
Net Surplus/(Deficit) Before Subsidies & Debt Svc	(\$4,349.8)	(\$4,215.8)	(\$4,049.5)	\$300.2	6.9	\$166.3	\$3.9

Note: Totals may not add due to rounding

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

Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%	
Farebox Revenue	NR	(5.2)	(0.1)	MNR, the LIRR, and MTA Bus were unfavorable by (\$3.6M), (\$2.5M) and (\$0.5M), respectively, mostly due to lower ridership. Partially offsetting these results was a favorable variance of \$1.3M at NYCT generated mainly from higher average fares.
Toll Revenue	NR	5.5	0.3	Toll revenues were higher primarily due to greater than anticipated traffic volume.
Other Operating Revenue	NR	(7.2)	(1.1)	Lower advertising revenue mainly drove unfavorable variances of (\$5.5M) at NYCT, (\$3.0M) at the LIRR (including lower miscellaneous and special service revenues), (\$2.6M) at MNR (including lower revenue from net GCT retail operations), and (\$0.9M) at MTA Bus. These results were partially offset by favorable outcomes of \$1.9M at MTA HQ due to higher Transit Museum revenue, \$1.7M at FMTAC due to a positive shift in the market value of the invested asset portfolio, and \$1.1M at B&T due to higher net income from the Battery Parking Garage.
Payroll	NR	18.8	0.4	Vacancies were mainly responsible for favorable YTD variances of \$8.2M at the LIRR (including lower retiree sick payouts/rates and the timing of vacation pay accrual reversals), \$7.0M at B&T, \$6.9M at MTAHQ (including the timing of vacation pay accrual reversals), \$6.2M at NYCT and \$2.0M at SIR. These results were partially offset by an unfavorable variance of (\$8.4M) at MNR due to an increase in the reserve for unused vacation and sick time (based on a comparison to 2016 banked hours), as well as the reassignment of capital forces to operations. Additionally, MTA Bus was unfavorable by (\$3.2M) due to the timing of interagency billings and reimbursable project work.
Overtime	NR	(54.3)	(6.2)	Track, signal, infrastructure and station conditions, which caused subway service delays and station overcrowding, required a higher level of programmatic/routine maintenance as well as support for initiatives comprising the Subway Action Plan. Combined, they were the primary cause for the (\$44.3M) overage at NYCT. Other overages were (\$3.1M) at MTA Bus due to increased running-time/traffic conditions, shuttles, and lower availability; (\$2.9M) at MTA HQ due to higher MTA PD coverage requirements; (\$1.6M) at MNR due to timing differences related to payroll and calendar cutoff dates; (\$1.5M) at the LIRR due to higher maintenance and vacancy/absentee coverage; and (\$0.5M) at SIR due to vacancy coverage requirements and project work. (See Overtime Decomposition Report for more details.)
Health and Welfare	NR	25.1	2.1	Lower-than-forecasted enrollments and dental costs were responsible for a favorable variance of \$12.2M at MNR. MTAHQ was favorable by \$8.8M due to an accrual adjustment and vacancies. NYCT was favorable by \$5.0M due to timing. Vacancies were mainly responsible for favorable variances of \$2.1M at B&T, \$1.7M at the LIRR and \$1.0M at SIR. These results were partially offset by an unfavorable variance of (\$5.7M) at MTA Bus primarily due to higher medical expenses and timing.

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CONSOLIDATED ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY
EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - ACCRUAL BASIS
(\$ in millions)**

Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%	
OPEB Current Payment	NR	(0.8)	(0.1)	Timing was primarily responsible for the unfavorable variance of (\$4.4M) at NYCT, partially offset by a favorable variance of \$4.0M at MTA Bus.
Pensions	NR	(15.6)	(1.2)	The overage is primarily due to (\$23.5M) in budgeted pension adjustments that have not yet been booked. Timing and vacancies were mainly responsible for favorable variances of \$5.8M at the LIRR, \$2.7M at MTAHQ, \$1.8M at MTA Bus and \$0.7M at SIR; and the unfavorable variances of (\$2.3M) at MNR and (\$0.7M) at NYCT.
Other Fringe Benefits	NR	1.8	0.2	NYCT was favorable by \$2.8M primarily due to higher overhead credits resulting from increased reimbursable overtime. The LIRR was favorable by \$2.8M due to lower Railroad Retirement taxes. MTA Bus was \$1.4M favorable due to lower Worker's Compensation expenses and timing. These results were partially offset by unfavorable variances of (\$3.3M) at MNR due and (\$1.3M) at B&T due mainly to actuarial adjustments to Worker's Compensation reserves, and (\$0.7M) at MTAHQ due to higher agency billings.
Reimbursable Overhead	NR	12.8	2.7	Changes in project activity assumptions were mainly responsible for favorable variances of \$9.5M at NYCT, \$9.1M at the LIRR, \$1.5M at MTA Bus, \$1.1M at MNR, and \$0.9M at SIR, as well as unfavorable variances of (\$8.6M) at MTAHQ and (\$0.6M) at B&T.
Electric Power	NR	11.0	2.5	A mix of lower rates, consumption, and timing was responsible for the favorable variances of \$5.5M at MNR, \$2.1M at NYCT and \$1.5M at both MTAHQ and B&T.
Fuel	NR	(1.0)	(0.7)	The overall unfavorable variance was due to higher rates and consumption at NYCT (\$3.0M), partially offset by favorable variances of \$0.8M at MNR and \$0.5M at MTAHQ, due mainly to lower rates. Other Agency variances were minor.
Insurance	NR	32.4	*	FMTAC was favorable by \$30.3M due to the timing of policy renewals. MTAHQ was favorable by \$2.5M due to lower auto and liability premiums, and timing.
Claims	NR	(55.8)	(17.8)	MTA Bus comprised (\$52.7M) of this unfavorable variance, reflecting primarily an increase in Auto Liability insurance costs. Also, higher public liability reserves and claim costs drove unfavorable variances of (\$52.7M) at MTA Bus, (\$1.8M) at MNR and (\$4.2M) at the LIRR. Partially offsetting these results was a favorable variance of \$2.7M at FMTAC also due to a revised valuation.
Paratransit Service Contracts	NR	(4.5)	(1.2)	Lower expenses due to fewer trips.

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EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - ACCRUAL BASIS
(\$ in millions)**

Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%	
		DECEMBER 2017 YEAR-TO-DATE		
Maintenance and Other Operating Contracts	NR	92.7	12.3	The overall favorable result reflects a mix of favorable timing and revised assumptions: \$32.9M at B&T primarily for major maintenance work, the E-ZPass Customer Service Center and related processing needs as well as various other routine maintenance work; \$16.8M at NYCT for maintenance & repair expenses, subway car-related expenses and tire/tube purchases; \$16.0M at MNR for the M-7 equipment replacement project, car repairs related to the 2013 Bridgeport derailment, track maintenance, and lower GCT utilities costs; \$9.0M at MTA Bus due to delays in shop programs, facility maintenance and Select Bus Service rollouts; \$8.6M at SIR for R-44 fleet maintenance; \$5.7M at MTAHQ for maintenance, real estate rentals, accrual adjustments and water expenses; and \$3.7M at the LIRR mainly for engineering maintenance repairs, vegetation management, construction services, ticket vending machine (TVM) maintenance, janitorial services, security, HVAC maintenance and environmental services.
Professional Service Contracts	NR	91.7	15.9	The overall favorable result was mainly due to timing and revised assumptions: \$47.6M at NYCT for several professional service contracts, including priority projects and initiatives; \$13.7M at MTAHQ for accrual adjustments, IT hardware, New York State assessments, office equipment, training, engineering, and advertising; \$10.9M at B&T for engineering services, consulting, advertising and marketing; \$7.2M at MNR for engineering, consulting, market research, ridership analysis, medical and temporary services, audit and legal fees, advertising and training; \$6.6M at MTA Bus for inter-agency charges; and \$5.4M at the LIRR for Enterprise Asset Management, MTA chargebacks, medical and drug testing services and various other professional services.
Materials & Supplies	NR	15.4	2.5	Changes in project activity levels and maintenance material requirements, as well as timing, contributed to the favorable results of \$15.1M at the LIRR (mostly for fleet modifications and Reliability Centered Maintenance activities), \$2.6M at MTA Bus (lower general maintenance), \$1.0M at NYCT, and \$0.9M at B&T (lower expenses across a few equipment and supply categories). These results were partially offset by unfavorable variances of (\$2.5M) at MNR (higher track materials and rolling stock parts and supplies), (\$0.9M) at SIR (additional Track Tie Replacement Project requirements), and (\$0.7M) at MTAHQ (mostly lighting supplies and the LED retrofitting project at 2 Broadway).
Other Business Expenses	NR	0.7	0.4	MTAHQ was favorable by \$4.3M mainly due to the timing of expenses associated with the Truck Toll Reduction Program, which was used to mitigate traffic expected during emergency repair work at Penn Station by Amtrak. B&T was \$2.6M, MNR \$1.6M and NYCT \$0.9M favorable due to a myriad of lower-than-forecasted expenses; and MTA Bus was favorable by \$0.8M due to lower AFC collection fees and timing. These results were partially offset by unfavorable variances of (\$5.4M) at FMTAC due to higher general & administrative and safety-related expenses. The LIRR was (\$4.0M) unfavorable due to the timing of NYPA loans and higher bad debt reserves.
Other Expense Adjustments	NR	2.8	5.3	Variance due to timing differences in project completions.

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

Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%	
		DECEMBER 2017 YEAR-TO-DATE		
Depreciation	NR	27.8	1.1	Timing differences in project completions and assets reaching beneficial use resulted in favorable variances of \$104.6M at NYCT, \$16.2M at MTAHQ, \$2.3M at MNR, and \$1.3M at the LIRR, and unfavorable variances of (\$90.4M) at B&T, (\$4.1M) at MTA Bus and (\$2.1M) at SIR.
Other Post Employment Benefits	NR	64.5	3.8	The GASB adjustment reflects the value associated with the unfunded accrued liability for post employment health benefits. This resulted in favorable variances of \$43.4M at NYCT, \$17.2M at MTA Bus, \$3.5M at MTAHQ, and \$0.6M at SIR.
GASB 68 Pension Adjustment	NR	(15.8)	(9.2)	Reflects Agencies' adjustments to account for net pension liability. Unfavorable variances of (\$130.7M) at NYCT and (\$12.8M) at MNR, were partially offset by favorable variances of \$114.6M at MTA Bus, \$11.8M at B&T, \$0.8M at MTAHQ, and \$0.5M at SIR.
Environmental Remediation	NR	0.7	19.4	The favorable variance mainly reflects lower costs of \$0.5M at the LIRR. Other Agency variances were minor.
Reimbursable revenue and expense activity are primarily influenced by the nature and timing of project activity. Accordingly, variances reflect the impact of the aforementioned influences as well as changes in reimbursement and vacancy assumptions, refinements to project scheduling as well as project delays/accelerations. At MTAHQ, impacts reflect reimbursable directed patrol (police coverage) requirements. The following lists the major contributors of the variance by Agency.				
Capital & Other Reimbursements	R	(17.2)	(0.8)	Unfavorable variances: (\$40.1M) at MNR, (\$8.1M) at MTA CC, (\$3.9M) at MTA HQ, (\$2.5M) at B&T, and (\$1.5M) at MTA Bus. Favorable variances: \$34.0M at the LIRR, \$4.4M at NYCT, and \$0.6M at SIR.
Payroll	R	15.1	2.2	Favorable variances: \$7.3M at NYCT, \$4.0M at the LIRR, \$2.9M at MTA CC, and \$0.7M at MTA HQ. Unfavorable variance (\$0.5M) at SIR. Other Agency variances were minor.
Overtime	R	(10.2)	(4.0)	Unfavorable variances: (\$11.6M) at the LIRR and (\$0.6M) at MTAHQ. Favorable variances: \$1.4M at B&T and \$0.9M at SIR. (See Overtime Decomposition Report for more details)
Health and Welfare	R	1.0	1.4	Favorable variance: \$1.1M at MTA CC. Unfavorable variance: (\$1.2M) at the LIRR. Other Agency variances were minor.
OPEB Current Payment	R	0.3	3.3	Minor variance

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

Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%	
Pensions	R	1.3	1.3	Favorable variances: \$0.8M at both NYCT and MTA CC, and \$0.7M at MNR. Unfavorable variance: (\$1.3M) at the LIRR.
Other Fringe Benefits	R	(1.3)	(0.5)	Unfavorable variance: (\$2.6M) at the LIRR. Favorable variances: \$0.6M at NYCT and, \$0.5M at MTA CC.
Reimbursable Overhead	R	(11.7)	(2.5)	Unfavorable variances: (\$9.5M) at NYCT, (\$9.1M) at the LIRR, (\$1.5M) at MNR, and (\$0.9M) at SIR. Favorable variances: \$8.6M at MTAHQ and \$0.6M at B&T.
Electric Power	R	(0.6)	(52.7)	Unfavorable variance: (\$0.9M) at the LIRR. Other Agency variances were minor.
Fuel	R	0.1	62.6	Agency variances were minor.
Insurance	R	(0.0)	(0.4)	Unfavorable variance: (\$0.6M) at MNR. Favorable variance: \$0.6M at the LIRR.
Maintenance and Other Operating Contracts	R	3.1	4.2	Favorable variance: \$4.4M at MNR. Unfavorable variances: (\$1.0M) at the LIRR and (\$0.9M) at NYCT. Other Agency variances were minor.
Professional Service Contracts	R	2.4	3.4	Favorable variances: \$12.2M at MNR and \$2.4M at MTA CC. Unfavorable variances: (\$5.8M) at NYCT, (\$5.4M) at MTA HQ, and (\$1.0M) at the LIRR.
Materials & Supplies	R	19.5	11.4	Favorable variances: \$24.8 at MNR, \$3.5M at NYCT, and \$0.7M at MTA Bus. Unfavorable variance: (\$9.5M) at the LIRR.
Other Business Expenses	R	(1.7)	(85.5)	Unfavorable variances: (\$1.4M) at NYCT, and (\$0.5M) at the LIRR.
Subsidies	NR	(49.2)	(0.8)	The variance was mostly the result of unfavorable timing accrual differences for MTA Bus Subsidy (\$25.3 million), MTA Aid (\$13.5 million), CDOT (\$8.9 million) and PBT (\$7.5 million). This was offset by favorable Urban Tax (\$19.1 million) due primarily to higher than expected real estate activity in New York City.
Debt Service	NR	(2.4)	(0.1)	Unfavorable variances for Transportation Revenue Bonds (\$12.3M) along with minor variances for Dedicated Tax Fund Bonds (\$0.1M) and 2 Broadway Certificates of Participation (\$0.6M) offset by favorable variances for TBTA Bonds of \$10.6M.

METROPOLITAN TRANSPORTATION AUTHORITY
Overtime Decomposition Report
2017 Final Estimate vs. Preliminary Actuals
December 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 the major consolidated variances for December 2017 (year-to-date).

2017 OVERTIME REPORTING - PRELIMINARY DECEMBER RESULTS (NON-REIMBURSABLE)

Year-to-Date

Total overtime was (\$54.2M), or (6.1%), unfavorable to the Final Estimate.

Programmatic/Routine Maintenance was (\$40.5M), mainly reflecting expedited and newly prioritized track and fleet work as the Subway Action Plan advances at NYCT (\$32.6M). Other contributing factors included higher levels of bus shop maintenance work to ensure the operability of over-age buses until new fleet are delivered and placed into revenue service at MTA Bus (\$3.4M). Greater coverage necessitated by the increased workload of the Engineering Department that was driven by continuous welded rail work, Harold-Interlocking infrastructure maintenance, thermite welding, removal of rails, ties and debris along the right-of-way, Amtrak/LIRR emergency repair work, and the installation of timber tracks at the LIRR added (\$3.1M) to the overrun, as well as the impact on traffic resulting from Sandy restoration work and Open Road Tolling (ORT) construction at B&T (\$1.2M).

Vacancy/Absentee Coverage was (\$6.6M) unfavorable, mainly due to coverage required for bus operators, maintainers, track workers and station agents at NYCT (\$10.7M); lower employee availability within the Equipment Department at the LIRR (\$1.2M); and the implementation of a two-car MTA PD detail in every police district and vacancies at MTAHQ (\$1.2M). These results were partially offset by lower coverage requirements due to excess bus operators at MTA Bus, \$5.6M, and lower vacation, sick and vacancy coverage requirements at MNR, \$1.0M.

Other was (\$3.6M) unfavorable, mostly due to timing differences related to payroll and calendar cutoff dates at MNR (\$2.3M). Also, NYCT was unfavorable by (\$1.0M) and SIR by (\$0.5M).

Scheduled Service was (\$0.6M) unfavorable, reflecting mostly the impact of increased traffic (running-time) at MTA Bus (\$1.4M). This result was partially offset by lower coverage requirements at B&T, \$0.6M and the LIRR, \$0.5M.

METROPOLITAN TRANSPORTATION AUTHORITY
Overtime Decomposition Report
2017 Final Estimate vs. Preliminary Actuals
December 2017

Unscheduled Maintenance was (\$0.5M) unfavorable, all generated by NYCT.

Unscheduled Service was (\$0.5M) unfavorable, mainly due to increased running-time and shuttle service at MTA Bus (\$3.6M). This result was partially offset by lower requirements at NYCT, \$2.1M, and the LIRR, \$0.9M.

Safety/Security//Law Enforcement was (\$1.4M) unfavorable, mostly due to increased coverage for a heightened alert status and for the Homeless Assistance Program at MTAHQ (\$1.8M). This result was partially offset by a favorable variance of \$0.7M at NYCT.

YTD REIMBURSABLE

Reimbursable Overtime exceeded the forecast by (\$10.2M), reflecting Main Line double-track work, Hicksville Station improvements, East Side Access, East Rail Yard and Jamaica capacity improvements at the LIRR (\$11.6M), and increased expenses at MTAHQ (\$0.6M). These results were partially offset by favorable variances of \$1.3M at B&T and \$0.9M at SIR.

Metropolitan Transportation Authority
Preliminary 2017 Overtime Results
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	2017 Adopted Budget	2017 Final Estimate	Actuals	2017	2017
				Adopted Budget vs. Actuals	Final Estimate vs. Actuals
				Var. - Fav./(Unfav)	Var. - Fav./(Unfav)
NON-REIMBURSABLE OVERTIME					
<u>Scheduled Service</u>	\$229.155	\$228.018	\$228.666	\$0.489 0.2%	(\$0.648) -0.3%
<u>Unscheduled Service</u>	137.274	164.186	164.660	(27.386) -19.9%	(0.474) -0.3%
<u>Programmatic/Routine Maintenance</u>	229.855	280.362	320.910	(91.055) -39.6%	(40.549) -14.5%
<u>Unscheduled Maintenance</u>	1.914	6.115	6.611	(4.697) -245.4%	(0.496) -8.1%
<u>Vacancy/Absentee Coverage</u>	93.049	130.164	136.801	(43.752) -47.0%	(6.636) -5.1%
<u>Weather Emergencies</u>	36.731	37.526	37.989	(1.258) -3.4%	(0.463) -1.2%
<u>Safety/Security/Law Enforcement</u>	9.740	14.083	15.448	(5.708) -58.6%	(1.365) -9.7%
<u>Other</u>	15.077	21.781	25.391	(10.313) -68.4%	(3.610) -16.6%
TOTAL NON-REIMBURSABLE OVERTIME:	\$752.795	\$882.234	\$936.474	(\$183.680) -24.4%	(\$54.240) -6.1%
REIMBURSABLE OVERTIME	\$172.408	\$256.489	\$266.675	(\$94.267) -54.7%	(\$10.185) -4.0%
TOTAL OVERTIME	\$925.202	\$1,138.723	\$1,203.149	(\$277.947) -30.0%	(\$64.426) -5.7%

* Exceeds 100%

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

METROPOLITAN TRANSPORTATION AUTHORITY
2017 Overtime Reporting
Overtime Legend

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

METROPOLITAN TRANSPORTATION AUTHORITY
2017 Adopted Budget and Final Estimate vs. Preliminary Actual
Consolidated Subsidy Accrual Detail
(\$ in millions)

Accrued Subsidies:	December 2017 Year-To-Date					
	2017 Final Estimate	Preliminary Actual	Variance	2017 Adopted Budget	Preliminary Actual	Variance
Dedicated Taxes						
Mass Transportation Operating Assistance Fund (MMTOA)	\$1,668.0	\$1,668.0	\$0.0	\$1,668.0	\$1,668.0	\$0.0
Petroleum Business Tax	613.5	606.0	(7.5)	607.2	606.0	(1.2)
MRT 1 (Gross)	318.1	314.4	(3.7)	324.4	314.4	(9.9)
MRT 2 (Gross)	142.2	138.3	(3.9)	131.9	138.3	6.4
Other MRT(b) Adjustments	(9.7)	(9.7)	-	(7.7)	(9.7)	(2.0)
Urban Tax	520.0	539.1	19.1	783.6	539.1	(244.5)
Investment Income	1.2	1.2	-	1.2	1.2	-
	\$3,253.3	\$3,257.3	4.1	\$3,508.6	\$3,257.3	(\$251.3)
New State Taxes and Fees						
Payroll Mobility Taxes	\$1,453.2	\$1,450.9	(\$2.3)	\$1,425.1	\$1,450.9	25.8
Payroll Mobility Taxes Replacement	244.3	244.3	-	244.3	244.3	-
MTA Aid Taxes	305.4	291.9	(13.5)	305.4	291.9	(13.5)
	\$2,002.8	\$1,987.0	(15.8)	\$1,974.7	\$1,987.0	\$12.3
State and Local Subsidies						
NYS Operating Assistance	\$187.9	\$187.9	\$0.0	\$187.9	\$187.9	\$0.0
NYC and Local 18b:						
New York City	160.5	160.5	-	160.5	160.5	-
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	-
CDOT Subsidies	121.4	112.5	(8.9)	108.6	112.5	4.0
Station Maintenance	167.4	165.2	(2.2)	171.5	165.2	(6.4)
	\$664.7	\$653.5	(11.2)	\$655.9	\$653.5	(\$2.4)
Sub-total Dedicated Taxes & State and Local Subsidies	\$5,920.8	\$5,897.9	(22.9)	\$6,139.2	\$5,897.9	(\$241.4)
City Subsidy to MTA Bus	\$484.0	\$458.8	(\$25.3)	\$461.7	\$458.8	(\$2.9)
City Subsidy to SIRTOA	64.2	63.1	(1.1)	58.3	63.1	4.8
Total Dedicated Taxes & State and Local Subsidies	\$6,469.0	\$6,419.8	(49.2)	\$6,659.2	\$6,419.8	(\$239.5)
Inter-Agency Subsidy Transactions						
B&T Operating Surplus Transfer	\$664.7	\$636.6	(\$28.1)	\$682.3	\$636.6	(\$45.7)
	\$664.7	\$636.6	(28.1)	\$682.3	\$636.6	(\$45.7)
Total Subsidy	\$7,133.6	\$7,056.3	(77.3)	\$7,341.5	\$7,056.3	(\$285.2)

Note: Differences are due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
2017 Final Estimate vs. Preliminary Actual
Consolidated Subsidy Accrual
Explanation of Variances
(\$ in millions)
December 2017 Year-to-Date

Accrued Subsidies:	Variance \$	Variance %	Explanations
Urban Tax	19.1	3.7%	The favorable variance was due to higher-than-expected real estate activity in New York City.
MTA Aid (taxi, auto rental, vehicle registration and license fees)	(13.5)	(4.4%)	The unfavorable variance was due to timing of booking accruals by MTA Accounting.
CDOT Subsidies	(8.9)	(7.4%)	The unfavorable variance was primarily due to timing of accruals for CDOT.
City Subsidy to MTA Bus	(25.3)	(5.2%)	Unfavorable variance was partially due to timing of accruals for MTA Bus reimbursement from NYC.
B&T Operating Surplus Transfer	(28.1)	(4.2%)	The unfavorable variance was attributable to the timing of transfers.

Note: Differences are due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
2017 Final Estimate vs. Preliminary Actual
Subsidy Cash Detail by Agency
(\$ in millions)

December 2017 - Year-to-Date

	NYC Transit			Commuter Railroads			SIR			MTA Bus			MTAHQ			TOTAL		
	Final Estimate	Preliminary Actual	Variance	Final Estimate	Preliminary Actual	Variance	Final Estimate	Preliminary Actual	Variance	Final Estimate	Preliminary Actual	Variance	Final Estimate	Preliminary Actual	Variance	Final Estimate	Preliminary Actual	Variance
Cash Subsidies:																		
Dedicated Taxes																		
MMTOA ¹	\$1,120.3	\$1,120.3	\$0.0	\$543.7	\$543.7	\$0.0	\$4.0	\$4.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,668.0	\$1,668.0	\$0.0
Petroleum Business Tax	520.6	524.5	3.9	91.9	92.6	0.7	-	-	-	-	-	-	-	-	-	612.5	617.1	4.5
MRT 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	323.9	321.9	(2.0)	323.9	321.9	(2.0)
MRT 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	141.9	139.5	(2.5)	141.9	139.5	(2.5)
Other MRT(b) Adjustments ^Δ	-	-	-	-	-	-	-	-	-	-	-	-	(33.7)	(33.7)	-	(33.7)	(33.7)	0.0
Urban Tax	565.5	585.5	20.1	-	-	-	-	-	-	-	-	-	-	-	-	565.5	585.5	20.1
Investment Income	-	-	-	1.2	1.2	-	-	-	-	-	-	-	-	-	-	1.2	1.2	0.0
	\$2,206.4	\$2,230.3	\$23.9	\$636.8	\$637.5	\$0.7	\$4.0	\$4.0	\$0.0	\$0.0	\$0.0	\$0.0	\$432.1	\$427.6	(\$4.4)	\$3,279.3	\$3,299.4	\$20.2
New State Taxes and Fees																		
Payroll Mobility Tax	\$1,049.0	\$1,036.3	(12.7)	\$139.4	\$137.7	(1.7)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$264.8	\$261.6	(3.2)	\$1,453.2	\$1,435.6	(17.5)
Payroll Mobility Tax Replacement Fund	215.6	215.6	-	28.7	28.7	0.0	-	-	-	-	-	-	-	-	-	244.3	244.3	0.0
MTA Aid Taxes ²	269.6	270.3	0.7	35.8	35.9	0.1	-	-	-	-	-	-	-	-	-	305.4	306.2	0.8
	\$1,534.1	\$1,522.2	(\$11.9)	\$203.9	\$202.3	(\$1.6)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$264.8	\$261.6	(\$3.2)	\$2,002.8	\$1,986.1	(\$16.7)
State and Local Subsidies																		
NY State Operating Assistance	\$158.1	\$158.1	\$0.0	\$29.3	\$29.3	\$0.0	\$0.6	\$0.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$187.9	\$187.9	\$0.0
NYC and Local 18b:																		
New York City	156.7	156.7	-	1.0	1.0	-	0.6	0.6	0.0	-	-	-	-	-	-	158.3	158.3	(0.0)
Nassau County	-	-	-	11.6	11.6	-	-	-	-	-	-	-	-	-	-	-	11.6	11.6
Suffolk County	-	-	-	7.5	7.5	-	-	-	-	-	-	-	-	-	-	7.5	7.5	0.0
Westchester County	-	-	-	7.3	7.3	-	-	-	-	-	-	-	-	-	-	7.3	7.3	0.0
Putnam County	-	-	-	0.4	0.4	-	-	-	-	-	-	-	-	-	-	0.4	0.4	0.0
Dutchess County	-	-	-	0.4	0.4	-	-	-	-	-	-	-	-	-	-	0.4	0.4	0.0
Orange County	-	-	-	0.1	0.1	-	-	-	-	-	-	-	-	-	-	0.1	0.1	0.0
Rockland County	-	-	-	0.0	0.0	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
CDOT Subsidies	-	-	-	123.1	130.6	7.5	-	-	-	-	-	-	-	-	-	123.1	130.6	7.5
Station Maintenance	-	-	-	165.5	166.1	0.6	-	-	-	-	-	-	-	-	-	165.5	166.1	0.6
NYCT Charge Back of MTA Bus Debt Service	(11.5)	(11.5)	-	-	-	-	-	-	-	-	-	-	-	-	-	(11.5)	(11.5)	0.0
Forward Energy Contracts Program - Gain/(Loss)	(0.0)	(0.0)	-	(0.0)	(0.0)	-	-	-	-	-	-	-	-	-	-	(0.0)	(0.0)	0.0
MNR Repayment for 525 North Broadway	-	-	-	(2.4)	(2.4)	-	-	-	-	-	-	-	-	-	-	(2.4)	(2.4)	0.0
Committed to Capital 2010-2014 Capital Program	(162.0)	(162.0)	-	89.0	89.0	-	-	-	-	-	-	-	-	-	-	(73.0)	(73.0)	0.0
Committed to Capital 2015-2019 Capital Program	(170.9)	(170.9)	-	(57.0)	(57.0)	-	-	-	-	-	-	-	-	-	-	(227.9)	(227.9)	0.0
	(\$29.6)	(\$29.6)	\$0.0	\$375.8	\$383.9	\$8.1	\$1.1	\$1.1	(\$0.0)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$335.7	\$355.4	\$19.7
Sub-total Dedicated Taxes & State and Local Subsidies	\$3,710.9	\$3,722.9	\$12.0	\$1,216.5	\$1,223.7	\$7.2	\$5.1	\$5.1	(\$0.0)	\$0.0	\$0.0	\$0.0	\$696.9	\$689.3	(\$7.6)	\$5,617.8	\$5,641.0	\$23.2
City Subsidy to MTA Bus	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$571.9	\$519.9	(\$51.9)	\$0.0	\$0.0	\$0.0	\$571.9	\$519.9	(\$51.9)
City Subsidy to SIRTOA	-	-	-	-	-	-	53.0	53.0	-	-	-	-	-	-	-	53.0	53.0	0.0
Total Dedicated Taxes & State and Local Subsidies	\$3,710.9	\$3,722.9	\$12.0	\$1,216.5	\$1,223.7	\$7.2	\$58.2	\$58.1	(\$0.0)	\$571.9	\$519.9	(\$51.9)	\$696.9	\$689.3	(\$7.6)	\$6,242.7	\$6,213.9	(\$28.8)
Inter-Agency Subsidy Transactions																		
B&T Operating Surplus Transfer	\$286.4	\$307.6	\$21.1	\$406.2	\$423.4	\$17.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$692.6	\$731.0	\$38.4
	\$286.4	\$307.6	\$21.1	\$406.2	\$423.4	\$17.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$692.6	\$731.0	\$38.4
Total Subsidy	\$3,997.3	\$4,030.4	\$33.1	\$1,622.7	\$1,647.2	\$24.5	\$58.2	\$58.1	(\$0.0)	\$571.9	\$519.9	(\$51.9)	\$696.9	\$689.3	(\$7.6)	\$6,935.3	\$6,944.9	\$9.6

¹Metropolitan Mass Transportation Operating Assistance Fund
²License, Vehicle Registration, Taxi and Auto Rental Fees
^ΔThe actuals will be available with final 2016 closing in April
Note: Differences are due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
2017 Final Estimate vs. Preliminary Actual
Consolidated Subsidy Cash Detail
Explanation of Variances
(\$ in millions)

December 2017 Year-to-date

Cash Subsidies:	Variance \$	Variance %	Explanations
Urban Tax	20.1	3.5%	The favorable cash variance was due to highr than expected real estate activity in the New York City.
CDOT Subsidies	7.5	6.1%	The favorable variance was primarily due to timing differences in making CDOT subsidy payments to MNR from Connecticut Department of Transportation.
City Subsidy to MTA Bus	(51.9)	(9.1%)	The unfavorable cash variance was primarily due to the timing of receipts of funds from NYC for MTA Bus operations.
B&T Operating Surplus Transfer	38.4	5.5%	The favorable variance was attributable to the timing of transfers.

(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:	01/01/18	01/01/18	01/01/18	01/01/18	01/01/18	01/01/18
To Date:	01/31/18	01/31/18	01/31/18	01/31/18	01/31/18	01/31/18
Opening Balance	\$37.609	\$180.101	\$217.710	\$37.609	\$180.101	\$217.710
RECEIPTS						
Interest Earnings	0.023	0.178	0.201	0.023	0.178	0.201
NYCT Employee Health Contribution GASB Account - Fd #	0.000	0.000	0.000	0.000	0.000	0.000
MTA BC GASB Employee Health Contribution Account - F	0.000	0.000	0.000	0.000	0.000	0.000
Operating to Capital - PAYGO	0.000	0.000	0.000	0.000	0.000	0.000
Real Estate Advertising Revenue	0.000	0.744	0.744	0.000	0.744	0.744
New York State						
State and regional mass transit taxes - MMTOA	0.000	0.000	0.000	0.000	0.000	0.000
MTTF New York State	8.865	50.235	59.100	8.865	50.235	59.100
Total Dedicated Taxes Received	8.865	50.235	59.100	8.865	50.235	59.100
Less DTF Debt Service	7.050	33.603	40.653	7.050	33.603	40.653
Net Dedicated Taxes for Operations	1.815	16.632	18.447	1.815	16.632	18.447
Payroll Mobility Tax	70.500	229.500	300.000	70.500	229.500	300.000
MTA Aid Trust Taxes	0.000	0.000	0.000	0.000	0.000	0.000
New York City Operating Assistance	0.000	0.000	0.000	0.000	0.000	0.000
Operating Assistance - 18b	0.000	0.000	0.000	0.000	0.000	0.000
NYC School Fares	0.000	0.000	0.000	0.000	0.000	0.000
NYS School Fares	0.000	0.000	0.000	0.000	0.000	0.000
Additional Mass Transp Operating Assistance	0.000	n/a	0.000	0.000	n/a	0.000
Total - New York State	\$72.315	\$246.132	\$318.447	\$72.315	\$246.132	\$318.447
Local						
Dutchess County						
Operating Assistance - 18b	\$0.095	n/a	\$0.095	\$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	2.896	n/a	2.896	2.896	n/a	2.896
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
New York City						
Operating Assistance - 18b	0.000	0.000	0.000	0.000	0.000	0.000
Urban - Real Property & Mortgage Recording Tax	n/a	43.009	43.009	n/a	43.009	43.009
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	0.037	n/a	0.037	0.037	n/a	0.037
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Putnam County						
Operating Assistance - 18b	0.095	n/a	0.095	0.095	n/a	0.095
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Rockland County						
Operating Assistance - 18b	0.007	n/a	0.007	0.007	n/a	0.007
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Suffolk County						
Operating Assistance - 18b	0.000	n/a	0.000	0.000	n/a	0.000
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Westchester County						
Operating Assistance - 18b	1.836	n/a	1.836	1.836	n/a	1.836

MTA Subsidy, Interagency Loan and Stabilization Fund Transactions - Cash Basis
(millions)

	<u>Current Month Stabilization Fund</u>			<u>Year to Date Stabilization Fund</u>		
	<u>Commuter</u> <u>(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:	01/01/18	01/01/18	01/01/18	01/01/18	01/01/18	01/01/18
To Date:	01/31/18	01/31/18	01/31/18	01/31/18	01/31/18	01/31/18
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Total - Local	\$4.966	\$43.009	\$47.975	\$4.966	\$43.009	\$47.975

	<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:	01/01/18	01/01/18	01/01/18	01/01/18	01/01/18	01/01/18
To Date:	01/31/18	01/31/18	01/31/18	01/31/18	01/31/18	01/31/18
<u>MTA Bridges and Tunnels- Surplus Transfers</u>	0.000	0.000	0.000	0.000	0.000	0.000
Total Subsidy and Other Receipts	\$77.280	\$289.141	\$366.422	\$77.280	\$289.141	\$366.422
<u>MTA Sources for Interagency Loans</u>						
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
Total Receipts and Loans Received	\$77.303	\$290.063	\$367.366	\$77.303	\$290.063	\$367.366

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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:	01/01/18	01/01/18	01/01/18	01/01/18	01/01/18	01/01/18
To Date:	01/31/18	01/31/18	01/31/18	01/31/18	01/31/18	01/31/18
<u>Brought forward from prior page</u>						
Opening Balance	\$37.609	\$180.101	\$217.710	\$37.609	\$180.101	\$217.710
Total Receipts and Loans Received	77.303	290.063	367.366	77.303	290.063	367.366
Total Cash and Receipts Available	\$114.912	\$470.164	\$585.077	\$114.912	\$470.164	\$585.077
<u>DISBURSEMENTS</u>						
Revenue Supported Debt Service	49.354	77.852	127.205	49.354	77.852	127.205
<u>Agency Operations</u>						
MTA Long Island Railroad	59.923	0.000	59.923	59.923	0.000	59.923
MTA Metro-North Rail Road	36.955	0.000	36.955	36.955	0.000	36.955
MTA New York City Transit	0.000	250.744	250.744	0.000	250.744	250.744
MTA NYCT for SIRTOA	0.000	0.680	0.680	0.000	0.680	0.680
MTA Bond Admin Cost	0.000	0.000	0.000	0.000	0.000	0.000
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
Committed to Capital - PAYGO	0.000	0.000	0.000	0.000	0.000	0.000
Total Debt Service and Operations	\$146.231	\$329.275	\$475.507	\$146.231	\$329.275	\$475.507
<u>Repayment of Interagency Loans</u>						
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	\$146.231	\$329.275	\$475.507	\$146.231	\$329.275	\$475.507
<u>STABILIZATION FUND BALANCE</u>	<u>-\$31.319</u>	<u>\$140.889</u>	<u>\$109.570</u>	<u>-\$31.319</u>	<u>\$140.889</u>	<u>\$109.570</u>
<u>Ending Loan Balances</u>						
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
<u>End of Month NYCT Operating Fund borrowing from MTA Invest Pool not included in Ending Loan Balances above</u>	<u>n/a</u>	<u>\$24.562</u>	<u>\$24.562</u>	<u>n/a</u>	<u>\$24.562</u>	<u>\$24.562</u>
<u>Total Loan Balances (including negative Operating and negative Stabilization Fund Balances)</u>				<u>\$31.319</u>	<u>-\$116.326</u>	<u>-\$85.007</u>

METROPOLITAN TRANSPORTATION AUTHORITY
ADOPTED BUDGET vs. FINAL ESTIMATE vs PRELIMINARY ACTUAL

Debt Service

December 2017 Year-to-Date

(\$ in millions)

	2017 Adopted Budget	2017 Preliminary Actual	Variance	% Var	Explanation
Dedicated Tax Fund:					
NYC Transit	\$327.1	\$320.9	\$6.2		Timing of debt service deposits and impact of interest rate savings generated through advance refunding.
Commuter Railroads	64.0	65.4	(1.4)		
Dedicated Tax Fund Subtotal	\$391.0	\$386.3	\$4.7	1.2%	
MTA Transportation Revenue:					
NYC Transit	\$920.5	\$893.6	\$26.9		Reflects the impact of interest rate savings generated through multiple advance refundings.
Commuter Railroads	604.2	571.1	33.0		
MTA Bus	22.5	0.0	22.5		
SIRTOA	0.8	0.0	0.8		
MTA Transportation Revenue Subtotal	\$1,547.9	\$1,464.8	\$83.2	5.4%	
2 Broadway COPs:					
NYC Transit	\$0.0	\$4.9	(\$4.9)		Reallocated swap payments not accounted for in this line.
Bridges & Tunnels	0.0	0.7	(0.7)		
MTA HQ	0.0	0.0	0.0		
Commuter Railroads	0.0	1.5	(1.5)		
2 Broadway COPs Subtotal	\$0.0	\$7.2	(\$7.2)	0.0%	
TBTA General Resolution (2):					
NYC Transit	\$175.8	\$181.5	(\$5.7)		
Commuter Railroads	82.6	84.3	(1.6)		
Bridges & Tunnels	269.4	263.4	6.0		
TBTA General Resolution Subtotal	\$527.8	\$529.1	(\$1.3)	-0.2%	
TBTA Subordinate (2):					
NYC Transit	\$74.5	\$66.7	\$7.8		Lower than budgeted variable rates and interest rate savings through refunding.
Commuter Railroads	32.7	29.5	3.2		
Bridges & Tunnels	29.4	26.0	3.5		
TBTA Subordinate Subtotal	\$136.7	\$122.2	\$14.5	10.6%	
Total Debt Service	\$2,603.5	\$2,509.6	\$93.9	3.6%	
Debt Service by Agency:					
NYC Transit	\$1,497.9	\$1,467.7	\$30.2		
Commuter Railroads	783.5	751.8	31.7		
MTA Bus	22.5	0.0	22.5		
SIRTOA	0.8	0.0	0.8		
Bridges & Tunnels	298.8	290.1	8.8		
MTA HQ	0.0	0.0	0.0		
Total Debt Service	\$2,603.5	\$2,509.6	\$93.9	3.6%	

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
ADOPTED BUDGET vs. FINAL ESTIMATE vs PRELIMINARY ACTUAL

Debt Service

December 2017 Year-to-Date

(\$ in millions)

	2017 Final Estimate	2017 Preliminary Actual	Variance	% Var	Explanation
Dedicated Tax Fund:					
NYC Transit	\$321.0	\$320.9	\$0.1		
Commuter Railroads	65.2	65.4	(0.2)		
Dedicated Tax Fund Subtotal	\$386.1	\$386.3	(\$0.1)	0.0%	
MTA Transportation Revenue:					
NYC Transit	\$883.7	\$893.6	(\$10.0)		
Commuter Railroads	567.0	571.1	(4.1)		
MTA Bus	1.7	0.0	1.7		
SIRTOA	0.1	0.0	0.1		
MTA Transportation Revenue Subtotal	\$1,452.5	\$1,464.8	(\$12.3)	-0.8%	Timing of debt service deposits.
2 Broadway COPs:					
NYC Transit	\$4.5	\$4.9	(\$0.4)		
Bridges & Tunnels	0.7	0.7	(0.1)		
MTA HQ	0.0	0.0	0.0		
Commuter Railroads	1.4	1.5	(0.1)		
2 Broadway COPs Subtotal	\$6.6	\$7.2	(\$0.6)	-9.5%	Reallocated swap payments not accounted for in this line.
TBTA General Resolution (2):					
NYC Transit	\$184.5	\$181.5	\$3.0		
Commuter Railroads	85.6	84.3	1.3		
Bridges & Tunnels	267.2	263.4	3.8		
TBTA General Resolution Subtotal	\$537.3	\$529.1	\$8.1	1.5%	Lower than budgeted variable rates.
TBTA Subordinate (2):					
NYC Transit	\$68.1	\$66.7	\$1.4		
Commuter Railroads	30.2	29.5	0.6		
Bridges & Tunnels	26.5	26.0	0.5		
TBTA Subordinate Subtotal	\$124.8	\$122.2	\$2.5	2.0%	Lower than budgeted variable rates.
Total Debt Service	\$2,507.2	\$2,509.6	(\$2.4)	-0.1%	
Debt Service by Agency:					
NYC Transit	\$1,461.7	\$1,467.7	(\$6.0)		
Commuter Railroads	749.3	751.8	(2.5)		
MTA Bus	1.7	0.0	1.7		
SIRTOA	0.1	0.0	0.1		
Bridges & Tunnels	294.4	290.1	4.3		
MTA HQ	0.0	0.0	0.0		
Total Debt Service	\$2,507.2	\$2,509.6	(\$2.4)	-0.1%	

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
2017 Final Estimate vs. Preliminary Actual
Total Positions by Function and Agency
December 2017

Function/Agency	Final Estimate	Actual	Variance Favorable/ (Unfavorable)
Administration	5,079	4,559	520
NYC Transit	1,434	1,413	21
Long Island Rail Road	508	462	46
Metro-North Railroad	605	515	90
Bridges & Tunnels	92	82	10
Headquarters	2,244	1,933	311
Staten Island Railway	29	29	-
Capital Construction Company	16	15	1
Bus Company	151	110	41
Operations	31,831	31,658	173
NYC Transit	24,146	23,940	206
Long Island Rail Road	2,504	2,514	(10)
Metro-North Railroad	1,926	1,992	(66)
Bridges & Tunnels	586	476	110
Headquarters	-	-	-
Staten Island Railway	107	109	(2)
Capital Construction Company	-	-	-
Bus Company	2,562	2,627	(65)
Maintenance	32,695	32,337	358
NYC Transit	22,479	22,532	(53)
Long Island Rail Road	4,188	4,174	14
Metro-North Railroad	4,281	3,900	381
Bridges & Tunnels	382	379	3
Headquarters	-	-	-
Staten Island Railway	188	184	4
Capital Construction Company	-	-	-
Bus Company	1,177	1,168	9
Engineering/Capital	2,133	2,062	71
NYC Transit	1,358	1,420	(62)
Long Island Rail Road	214	181	33
Metro-North Railroad	127	112	15
Bridges & Tunnels	253	203	50
Headquarters	-	-	-
Staten Island Railway	14	9	5
Capital Construction Company	130	110	20
Bus Company	37	27	10
Public Safety	1,837	1,732	105
NYC Transit	654	646	8
Long Island Rail Road	-	-	-
Metro-North Railroad	-	-	-
Bridges & Tunnels	276	267	9
Headquarters	882	799	83
Staten Island Railway	-	-	-
Capital Construction Company	-	-	-
Bus Company	25	20	5
Total Positions	73,575	72,348	1,227

METROPOLITAN TRANSPORTATION AUTHORITY
2017 Final Estimate vs. Preliminary Actual
Total Positions by Function and Agency
December 2017

Category	Final Estimate	Actual	Variance Favorable/ (Unfavorable)
Total Positions	73,575	72,348	1,227
NYC Transit	50,071	49,951	120
Long Island Rail Road	7,414	7,331	83
Metro-North Railroad	6,939	6,519	420
Bridges & Tunnels	1,589	1,407	182
Headquarters	3,126	2,732	394
Staten Island Railway	338	331	7
Capital Construction Company	146	125	21
Bus Company	3,952	3,952	-
Non-reimbursable	65,633	65,594	39
NYC Transit	44,469	45,141	(672)
Long Island Rail Road	6,107	6,220	(113)
Metro-North Railroad	6,332	5,995	337
Bridges & Tunnels	1,502	1,320	182
Headquarters	2,987	2,682	305
Staten Island Railway	324	322	2
Capital Construction Company	-	-	-
Bus Company	3,912	3,914	(2)
Reimbursable	7,942	6,754	1,188
NYC Transit	5,602	4,810	792
Long Island Rail Road	1,308	1,111	197
Metro-North Railroad	607	524	82
Bridges & Tunnels	87	87	-
Headquarters	139	50	89
Staten Island Railway	14	9	5
Capital Construction Company	146	125	21
Bus Company	40	38	2
Total Full Time	73,357	72,100	1,257
NYC Transit	49,869	49,715	154
Long Island Rail Road	7,414	7,331	83
Metro-North Railroad	6,938	6,518	420
Bridges & Tunnels	1,589	1,407	182
Headquarters	3,126	2,732	394
Staten Island Railway	338	331	7
Capital Construction Company	146	125	21
Bus Company	3,937	3,941	(4)
Total Full-Time Equivalent	218	248	(30)
NYC Transit	202	236	(34)
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
2017 Final Estimate vs. Preliminary Actual
Total Positions by Function and Occupational Group
December 2017

FUNCTION/OCCUPATIONAL GROUP	Final Estimate	Actual	Variance Favorable/ (Unfavorable)
Administration	5,079	4,559	520
Managers/Supervisors	1,588	1,422	166
Professional, Technical, Clerical	3,346	3,002	343
Operational Hourlies	146	135	11
Operations	31,831	31,658	173
Managers/Supervisors	3,900	3,830	70
Professional, Technical, Clerical	907	856	51
Operational Hourlies	27,024	26,973	51
Maintenance	32,695	32,337	358
Managers/Supervisors	5,784	5,665	119
Professional, Technical, Clerical	2,049	1,880	169
Operational Hourlies	24,862	24,791	71
Engineering/Capital	2,133	2,062	71
Managers/Supervisors	607	581	26
Professional, Technical, Clerical	1,515	1,473	42
Operational Hourlies	11	8	3
Public Safety	1,837	1,732	105
Managers/Supervisors	518	498	20
Professional, Technical, Clerical	159	137	22
Operational Hourlies	1,160	1,097	63
Total Positions	73,575	72,348	1,227
Managers/Supervisors	12,397	11,996	401
Professional, Technical, Clerical	7,976	7,349	627
Operational Hourlies	53,203	53,004	200

METROPOLITAN TRANSPORTATION AUTHORITY
FAREBOX RECOVERY AND FAREBOX OPERATING RATIOS
2017 ADOPTED BUDGET / FINAL ESTIMATE AND PRELIMINARY ACTUALS
DECEMBER 2017

FAREBOX RECOVERY RATIOS			
	2017	2017	2017
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Preliminary Actuals</u>
New York City Transit	37.5%	37.6%	37.9%
Staten Island Railway	8.9%	8.3%	9.5%
Long Island Rail Road	29.4%	32.6%	33.3%
Metro-North Railroad	42.0%	40.1%	40.4%
Bus Company	<u>24.3%</u>	<u>22.2%</u>	<u>24.3%</u>
MTA Agency Average	35.9%	36.2%	36.7%

FAREBOX OPERATING RATIOS			
	2017	2017	2017
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Preliminary Actuals</u>
New York City Transit	57.2%	56.3%	56.6%
Staten Island Railway	12.3%	11.4%	13.7%
Long Island Rail Road	47.2%	50.0%	51.4%
Metro-North Railroad	59.1%	55.3%	56.8%
Bus Company	<u>32.2%</u>	<u>31.6%</u>	<u>29.8%</u>
MTA Agency Average	54.2%	53.6%	54.0%

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

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

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



Metropolitan Transportation Authority

State of New York

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

Report on Revenue Passengers and Vehicles Ridership Data Through November, 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**

Tuesday, January 02, 2018

Metropolitan Transportation Authority

November

Revenue Passengers	2015	2016	Percent Change	2017	Percent Change
MTA New York City Transit	197,975,727	199,416,515	0.73%	194,120,972	-2.66%
MTA New York City Subway	144,542,523	147,033,943	1.72%	144,357,826	-1.82%
MTA New York City Bus	53,433,204	52,382,572	-1.97%	49,763,146	-5.00%
MTA Staten Island Railway	376,346	395,065	4.97%	419,004	6.06%
MTA Long Island Rail Road	7,027,591	7,385,548	5.09%	7,376,934	-0.12%
MTA Metro-North Railroad	6,998,173	7,235,466	3.39%	7,267,413	0.44%
East of Hudson	6,859,735	7,104,082	3.56%	7,134,492	0.43%
Harlem Line	2,239,569	2,322,328	3.70%	2,329,438	0.31%
Hudson Line	1,317,990	1,394,632	5.82%	1,406,098	0.82%
New Haven Line	3,302,176	3,387,122	2.57%	3,398,956	0.35%
West of Hudson	138,438	131,384	-5.10%	132,921	1.17%
Port Jervis Line	82,436	79,739	-3.27%	78,105	-2.05%
Pascack Valley Line	56,002	51,645	-7.78%	54,816	6.14%
MTA Bus Company	10,324,241	10,414,750	0.88%	10,230,691	-1.77%
MTA Bridges & Tunnels	24,808,987	25,130,058	1.29%	25,955,863	3.29%
Total All Agencies	222,702,079	224,847,343	0.96%	219,415,014	-2.42%
(Excludes Bridges & Tunnels)					
Weekdays:	18	19		19	
Holidays:	3	3		3	
Weekend Days:	9	8		8	
Days	30	30		30	

Tuesday, January 02, 2018

Metropolitan Transportation Authority

November

Revenue Passengers Year to Date	2015	2016	Percent Change	2017	Percent Change
MTA New York City Transit	2,208,498,095	2,196,880,664	-0.53%	2,144,327,055	-2.39%
MTA New York City Subway	1,611,737,878	1,609,305,376	-0.15%	1,588,171,282	-1.31%
MTA New York City Bus	596,760,217	587,575,288	-1.54%	556,155,773	-5.35%
MTA Staten Island Railway	4,104,645	4,155,728	1.24%	4,232,256	1.84%
MTA Long Island Rail Road	79,886,440	81,668,132	2.23%	81,829,500	0.20%
MTA Metro-North Railroad	78,385,902	79,075,952	0.88%	79,340,772	0.33%
East of Hudson	76,786,182	77,527,888	0.97%	77,853,759	0.42%
Harlem Line	25,061,341	25,342,301	1.12%	25,516,641	0.69%
Hudson Line	14,986,536	15,187,863	1.34%	15,519,236	2.18%
New Haven Line	36,738,305	36,997,724	0.71%	36,817,882	-0.49%
West of Hudson	1,599,720	1,548,064	-3.23%	1,487,013	-3.94%
Port Jervis Line	953,079	923,252	-3.13%	889,954	-3.61%
Pascack Valley Line	646,641	624,812	-3.38%	597,059	-4.44%
MTA Bus Company	114,874,615	115,514,364	0.56%	112,558,800	-2.56%
MTA Bridges & Tunnels	272,581,776	282,143,437	3.51%	284,101,618	0.69%
Total All Agencies	2,485,749,697	2,477,294,840	-0.34%	2,422,288,382	-2.22%
(Excludes Bridges & Tunnels)					
Weekdays:	228	228		229	
Holidays:	10	10		10	
Weekend Days:	96	97		95	
Days	334	335		334	

Tuesday, January 02, 2018

Metropolitan Transportation Authority

November

Revenue Passengers

12 Month Averages	2015	2016	Percent Change	2017	Percent Change
MTA New York City Transit	201,087,770	200,135,814	-0.47%	195,222,859	-2.45%
MTA New York City Subway	146,822,569	146,677,743	-0.10%	144,640,059	-1.39%
MTA New York City Bus	54,265,201	53,458,071	-1.49%	50,582,800	-5.38%
MTA Staten Island Railway	372,853	379,418	1.76%	384,052	1.22%
MTA Long Island Rail Road	7,290,066	7,452,478	2.23%	7,459,420	0.09%
MTA Metro-North Railroad	7,157,338	7,225,684	0.95%	7,229,745	0.06%
East of Hudson	7,011,885	7,084,510	1.04%	7,094,513	0.14%
Harlem Line	2,288,303	2,315,404	1.18%	2,324,588	0.40%
Hudson Line	1,367,157	1,385,497	1.34%	1,411,262	1.86%
New Haven Line	3,356,425	3,383,609	0.81%	3,358,663	-0.74%
West of Hudson	145,453	141,175	-2.94%	135,233	-4.21%
Port Jervis Line	86,754	84,129	-3.03%	80,969	-3.76%
Pascack Valley Line	58,699	57,045	-2.82%	54,263	-4.88%
MTA Bus Company	10,447,169	10,503,277	0.54%	10,221,799	-2.68%
MTA Bridges & Tunnels	24,731,699	25,628,481	3.63%	25,781,231	0.60%
Total All Agencies	226,355,195	225,696,672	-0.29%	220,517,876	-2.29%
<i>(Excludes Bridges & Tunnels)</i>					
Weekdays:	18	19		19	
Holidays:	3	3		3	
Weekend Days:	9	8		8	
Days	30	30		30	

Tuesday, January 02, 2018

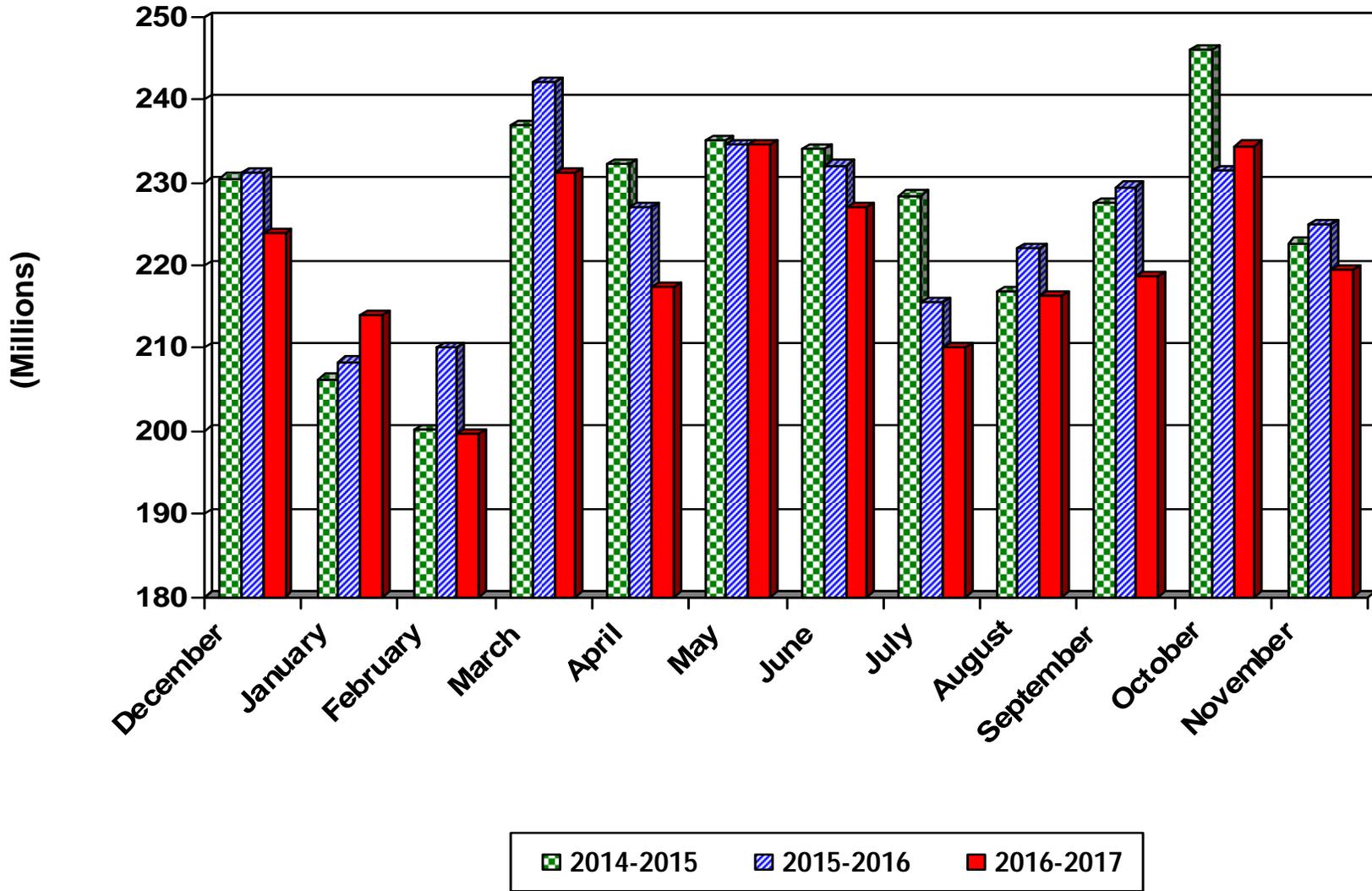
Metropolitan Transportation Authority

November

Average Weekday Passengers	2015	2016	Percent Change	2017	Percent Change
MTA New York City Transit	7,914,613	7,793,452	-1.53%	7,644,299	-1.91%
MTA New York City Subway	5,781,526	5,746,772	-0.60%	5,696,047	-0.88%
MTA New York City Bus	2,133,088	2,046,680	-4.05%	1,948,252	-4.81%
MTA Staten Island Railway	17,361	17,059	-1.74%	18,095	6.07%
MTA Long Island Rail Road	319,904	323,360	1.08%	322,271	-0.34%
MTA Metro-North Railroad	300,366	302,975	0.87%	302,697	-0.09%
<i>East of Hudson</i>	293,087	296,403	1.13%	296,048	-0.12%
Harlem Line	96,730	97,810	1.12%	97,707	-0.11%
Hudson Line	56,152	57,969	3.24%	58,142	0.30%
New Haven Line	140,206	140,624	0.30%	140,199	-0.30%
<i>West of Hudson</i>	7,279	6,572	-9.71%	6,649	1.17%
Port Jervis Line	4,334	3,989	-7.96%	3,907	-2.06%
Pascack Valley Line	2,945	2,583	-12.29%	2,742	6.16%
MTA Bus Company	418,413	412,102	-1.51%	405,862	-1.51%
MTA Bridges & Tunnels	853,314	861,615	0.97%	894,676	3.84%
Total All Agencies	8,970,657	8,848,948	-1.36%	8,693,225	-1.76%
<i>(Excludes Bridges & Tunnels)</i>					
Weekdays:	18	19		19	
Holidays:	3	3		3	
Weekend Days:	9	8		8	
Days	30	30		30	

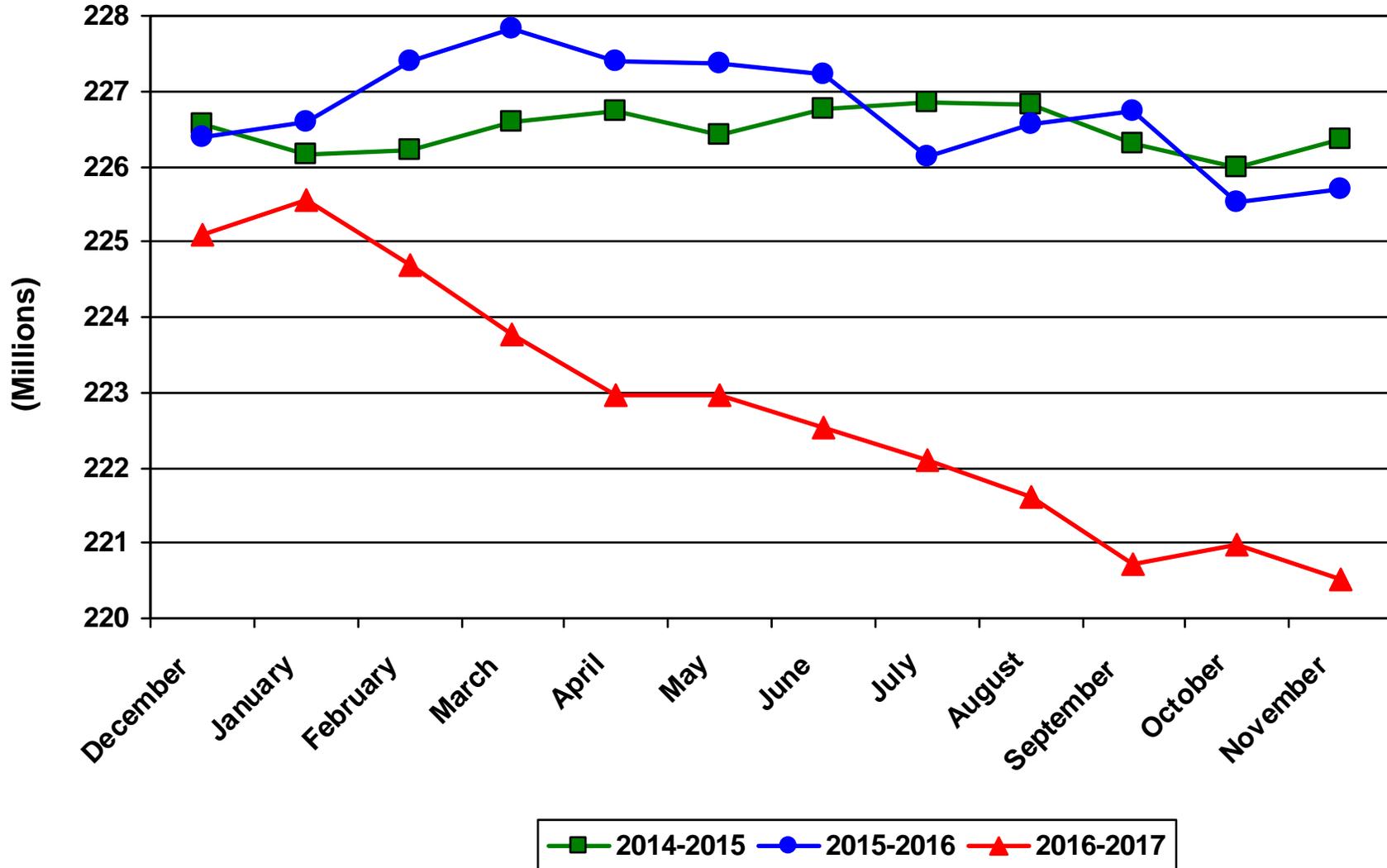
Tuesday, January 02, 2018

Metropolitan Transportation Authority Revenue Passengers

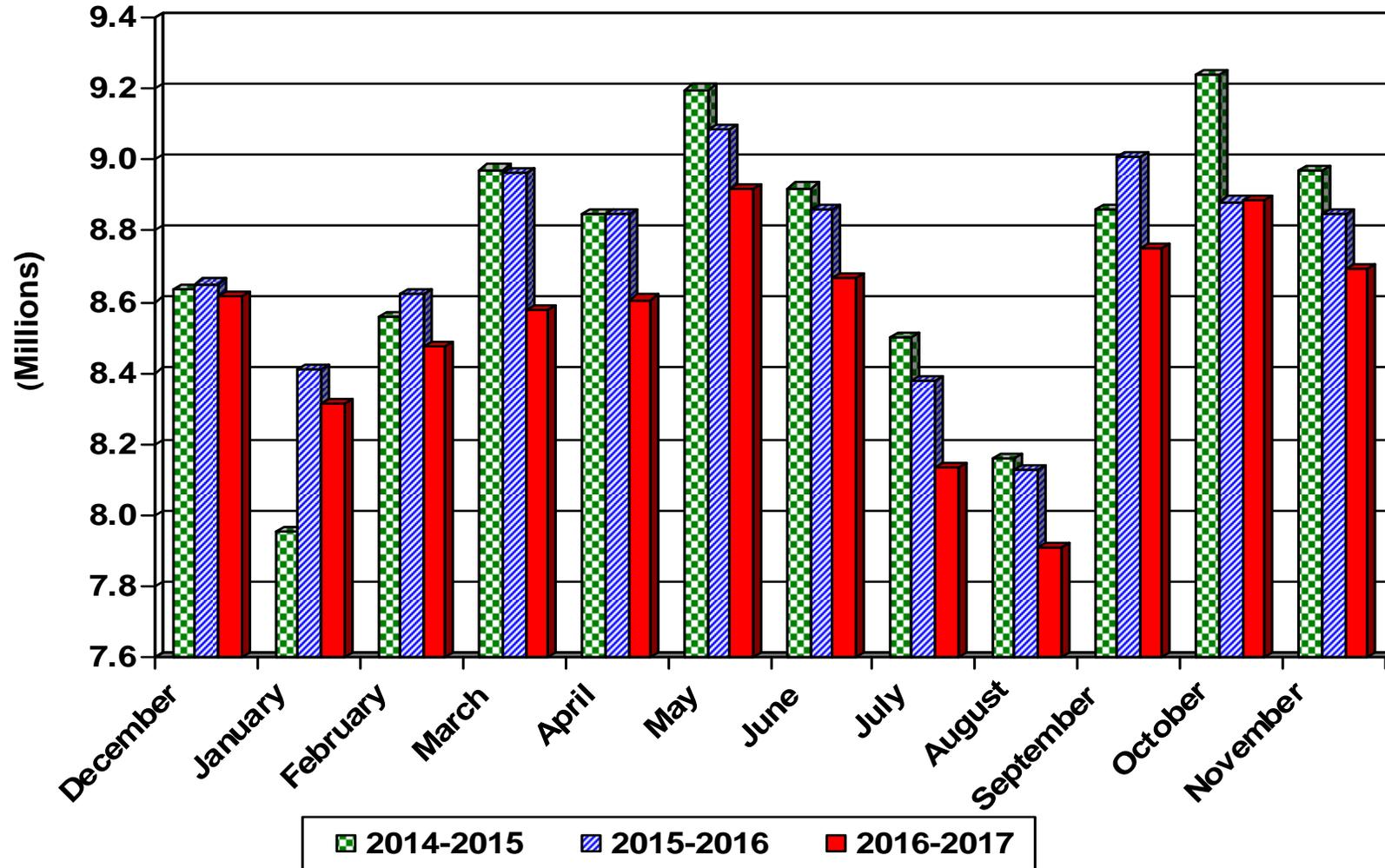


Metropolitan Transportation Authority Revenue Passengers

12 Month Averages



Metropolitan Transportation Authority Average Weekday Passengers



Metropolitan Transportation Authority

Revenue Passengers

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
December	230,512,649	231,065,220	0.24%	223,926,130	-3.09%
January	206,268,455	208,365,217	1.02%	213,864,320	2.64%
February	200,136,659	210,062,462	4.96%	199,588,920	-4.99%
March	236,828,923	242,057,167	2.21%	231,082,742	-4.53%
April	232,095,483	226,900,984	-2.24%	217,326,458	-4.22%
May	235,019,006	234,618,531	-0.17%	234,464,126	-0.07%
June	233,980,472	232,054,396	-0.82%	227,061,370	-2.15%
July	228,409,086	215,495,486	-5.65%	210,140,452	-2.48%
August	216,756,306	221,983,217	2.41%	216,298,894	-2.56%
September	227,525,786	229,481,785	0.86%	218,609,547	-4.74%
October	246,027,442	231,428,251	-5.93%	234,436,539	1.30%
November	222,702,079	224,847,343	0.96%	219,415,014	-2.42%
12 Month Ave	226,355,195	225,696,672	-0.29%	220,517,876	-2.29%
Year-to-Date	2,485,749,697	2,477,294,840	-0.34%	2,422,288,382	-2.22%

12 Month Averages

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
December	226,567,918	226,401,243	-0.07%	225,101,748	-0.57%
January	226,168,044	226,575,973	0.18%	225,560,006	-0.45%
February	226,225,170	227,403,123	0.52%	224,687,211	-1.19%
March	226,575,948	227,838,811	0.56%	223,772,676	-1.78%
April	226,739,929	227,405,936	0.29%	222,974,798	-1.95%
May	226,420,927	227,372,563	0.42%	222,961,931	-1.94%
June	226,754,987	227,212,056	0.20%	222,545,846	-2.05%
July	226,842,495	226,135,923	-0.31%	222,099,593	-1.78%
August	226,816,764	226,571,499	-0.11%	221,625,899	-2.18%
September	226,293,173	226,734,499	0.20%	220,719,879	-2.65%
October	225,983,031	225,517,900	-0.21%	220,970,570	-2.02%
November	226,355,195	225,696,672	-0.29%	220,517,876	-2.29%

Average Weekday Passengers

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
December	8,635,225	8,651,329	0.19%	8,614,513	-0.43%
January	7,953,770	8,408,241	5.71%	8,315,657	-1.10%
February	8,556,045	8,621,692	0.77%	8,474,101	-1.71%
March	8,972,642	8,961,385	-0.13%	8,578,555	-4.27%
April	8,848,760	8,845,525	-0.04%	8,606,574	-2.70%
May	9,198,768	9,083,871	-1.25%	8,917,853	-1.83%
June	8,920,884	8,858,944	-0.69%	8,666,226	-2.18%
July	8,502,405	8,377,158	-1.47%	8,134,147	-2.90%
August	8,161,363	8,128,520	-0.40%	7,908,074	-2.71%
September	8,859,276	9,007,037	1.67%	8,751,101	-2.84%
October	9,238,929	8,883,114	-3.85%	8,884,484	0.02%
November	8,970,657	8,848,948	-1.36%	8,693,225	-1.76%

MTA New York City Transit

Revenue Passengers					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
December	204,555,139	204,749,107	0.09%	198,347,249	-3.13%
January	183,767,097	185,585,948	0.99%	189,946,869	2.35%
February	178,598,334	187,018,360	4.71%	177,193,798	-5.25%
March	210,843,049	214,962,054	1.95%	204,878,541	-4.69%
April	206,370,025	201,573,103	-2.32%	192,930,582	-4.29%
May	209,230,157	208,519,995	-0.34%	207,994,572	-0.25%
June	207,528,922	205,225,083	-1.11%	200,591,083	-2.26%
July	202,067,215	190,299,489	-5.82%	185,271,335	-2.64%
August	191,546,098	195,759,687	2.20%	190,438,818	-2.72%
September	201,668,047	203,321,259	0.82%	193,418,747	-4.87%
October	218,903,424	205,199,171	-6.26%	207,541,739	1.14%
November	197,975,727	199,416,515	0.73%	194,120,972	-2.66%
12 Month Ave	201,087,770	200,135,814	-0.47%	195,222,859	-2.45%
Year-to-Date	2,208,498,095	2,196,880,664	-0.53%	2,144,327,055	-2.39%
12 Month Averages					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
December	201,528,233	201,103,934	-0.21%	199,602,326	-0.75%
January	201,160,323	201,255,504	0.05%	199,965,736	-0.64%
February	201,205,432	201,957,173	0.37%	199,147,023	-1.39%
March	201,472,809	202,300,424	0.41%	198,306,730	-1.97%
April	201,599,530	201,900,680	0.15%	197,586,520	-2.14%
May	201,298,045	201,841,500	0.27%	197,542,735	-2.13%
June	201,579,010	201,649,514	0.03%	197,156,568	-2.23%
July	201,629,999	200,668,870	-0.48%	196,737,555	-1.96%
August	201,573,850	201,020,002	-0.27%	196,294,149	-2.35%
September	201,065,368	201,157,770	0.05%	195,468,940	-2.83%
October	200,791,361	200,015,749	-0.39%	195,664,154	-2.18%
November	201,087,770	200,135,814	-0.47%	195,222,859	-2.45%
Average Weekday Passengers					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
December	7,623,337	7,630,448	0.09%	7,590,923	-0.52%
January	7,023,925	7,427,622	5.75%	7,327,845	-1.34%
February	7,594,202	7,637,655	0.57%	7,482,722	-2.03%
March	7,952,993	7,928,251	-0.31%	7,577,527	-4.42%
April	7,836,222	7,819,074	-0.22%	7,595,620	-2.86%
May	8,139,590	8,035,683	-1.28%	7,884,233	-1.88%
June	7,883,012	7,806,867	-0.97%	7,630,605	-2.26%
July	7,490,656	7,354,909	-1.81%	7,129,419	-3.07%
August	7,177,366	7,146,334	-0.43%	6,941,224	-2.87%
September	7,814,868	7,945,242	1.67%	7,701,788	-3.06%
October	8,180,299	7,833,422	-4.24%	7,838,635	0.07%
November	7,914,613	7,793,452	-1.53%	7,644,299	-1.91%

MTA New York City Subway

Revenue Passengers						
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change	
December	150,132,948	150,827,541	0.46%	147,509,424	-2.20%	
January	133,814,801	136,413,951	1.94%	140,288,294	2.84%	
February	130,776,608	136,690,795	4.52%	130,465,060	-4.55%	
March	153,093,778	156,297,328	2.09%	151,384,924	-3.14%	
April	150,372,555	147,291,655	-2.05%	143,284,553	-2.72%	
May	151,579,782	151,910,204	0.22%	153,470,353	1.03%	
June	152,192,133	151,007,041	-0.78%	149,360,780	-1.09%	
July	148,437,225	139,851,426	-5.78%	137,447,659	-1.72%	
August	140,064,643	143,703,034	2.60%	141,721,056	-1.38%	
September	146,876,344	148,467,391	1.08%	143,012,669	-3.67%	
October	159,987,486	150,638,608	-5.84%	153,378,108	1.82%	
November	144,542,523	147,033,943	1.72%	144,357,826	-1.82%	
12 Month Ave	146,822,569	146,677,743	-0.10%	144,640,059	-1.39%	
Year-to-Date	1,611,737,878	1,609,305,376	-0.15%	1,588,171,282	-1.31%	
12 Month Averages						
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change	
December	145,940,635	146,880,452	0.64%	146,401,233	-0.33%	
January	145,662,922	147,097,047	0.98%	146,724,095	-0.25%	
February	145,744,103	147,589,896	1.27%	146,205,284	-0.94%	
March	146,135,681	147,856,859	1.18%	145,795,917	-1.39%	
April	146,341,118	147,600,117	0.86%	145,461,992	-1.45%	
May	146,233,750	147,627,652	0.95%	145,592,004	-1.38%	
June	146,588,167	147,528,895	0.64%	145,454,816	-1.41%	
July	146,749,115	146,813,411	0.04%	145,254,502	-1.06%	
August	146,765,471	147,116,611	0.24%	145,089,337	-1.38%	
September	146,557,380	147,249,198	0.47%	144,634,777	-1.78%	
October	146,546,273	146,470,125	-0.05%	144,863,069	-1.10%	
November	146,822,569	146,677,743	-0.10%	144,640,059	-1.39%	
Average Weekday Passengers						
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change	
December	5,584,168	5,616,142	0.57%	5,642,250	0.46%	
January	5,112,634	5,450,158	6.60%	5,410,721	-0.72%	
February	5,568,552	5,597,172	0.51%	5,529,330	-1.21%	
March	5,779,365	5,771,631	-0.13%	5,609,555	-2.81%	
April	5,723,687	5,728,003	0.08%	5,662,289	-1.15%	
May	5,909,329	5,868,961	-0.68%	5,836,342	-0.56%	
June	5,790,176	5,763,243	-0.47%	5,698,402	-1.13%	
July	5,537,445	5,445,341	-1.66%	5,330,092	-2.12%	
August	5,291,858	5,276,450	-0.29%	5,197,367	-1.50%	
September	5,707,385	5,816,860	1.92%	5,713,700	-1.77%	
October	5,975,276	5,759,591	-3.61%	5,808,527	0.85%	
November	5,781,526	5,746,772	-0.60%	5,696,047	-0.88%	

MTA New York City Bus

Revenue Passengers

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
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%	53,493,617	-8.81%
April	55,997,469	54,281,448	-3.06%	49,646,029	-8.54%
May	57,650,375	56,609,791	-1.80%	54,524,219	-3.68%
June	55,336,789	54,218,042	-2.02%	51,230,303	-5.51%
July	53,629,990	50,448,063	-5.93%	47,823,676	-5.20%
August	51,481,455	52,056,653	1.12%	48,717,762	-6.41%
September	54,791,703	54,853,868	0.11%	50,406,078	-8.11%
October	58,915,938	54,560,563	-7.39%	54,163,631	-0.73%
November	53,433,204	52,382,572	-1.97%	49,763,146	-5.00%
12 Month Ave	54,265,201	53,458,071	-1.49%	50,582,800	-5.38%
Year-to-Date	596,760,217	587,575,288	-1.54%	556,155,773	-5.35%

12 Month Averages

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
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%	52,510,813	-3.55%
April	55,258,412	54,300,563	-1.73%	52,124,528	-4.01%
May	55,064,295	54,213,848	-1.54%	51,950,730	-4.17%
June	54,990,843	54,120,619	-1.58%	51,701,752	-4.47%
July	54,880,884	53,855,458	-1.87%	51,483,053	-4.41%
August	54,808,379	53,903,392	-1.65%	51,204,812	-5.01%
September	54,507,988	53,908,572	-1.10%	50,834,163	-5.70%
October	54,245,089	53,545,624	-1.29%	50,801,085	-5.13%
November	54,265,201	53,458,071	-1.49%	50,582,800	-5.38%

Average Weekday Passengers

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
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%	1,967,972	-8.75%
April	2,112,535	2,091,071	-1.02%	1,933,332	-7.54%
May	2,230,261	2,166,722	-2.85%	2,047,891	-5.48%
June	2,092,836	2,043,624	-2.35%	1,932,203	-5.45%
July	1,953,211	1,909,568	-2.23%	1,799,327	-5.77%
August	1,885,508	1,869,883	-0.83%	1,743,857	-6.74%
September	2,107,483	2,128,381	0.99%	1,988,088	-6.59%
October	2,205,022	2,073,830	-5.95%	2,030,108	-2.11%
November	2,133,088	2,046,680	-4.05%	1,948,252	-4.81%

MTA Bus Company

Revenue Passengers

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
December	10,491,414	10,524,956	0.32%	10,102,793	-4.01%
January	9,498,182	9,464,783	-0.35%	9,840,105	3.97%
February	9,112,713	9,650,946	5.91%	9,289,270	-3.75%
March	11,036,594	11,393,621	3.23%	10,774,447	-5.43%
April	10,752,047	10,566,032	-1.73%	9,868,714	-6.60%
May	10,954,849	11,022,447	0.62%	10,948,782	-0.67%
June	10,660,010	10,778,433	1.11%	10,415,892	-3.36%
July	10,461,178	10,002,577	-4.38%	9,835,319	-1.67%
August	10,113,391	10,491,025	3.73%	10,182,683	-2.94%
September	10,627,657	10,898,004	2.54%	10,293,093	-5.55%
October	11,333,752	10,831,747	-4.43%	10,879,804	0.44%
November	10,324,241	10,414,750	0.88%	10,230,691	-1.77%
12 Month Ave	10,447,169	10,503,277	0.54%	10,221,799	-2.68%
Year-to-Date	114,874,615	115,514,364	0.56%	112,558,800	-2.56%

12 Month Averages

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
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%
April	10,513,672	10,506,285	-0.07%	10,359,526	-1.40%
May	10,493,838	10,511,918	0.17%	10,353,387	-1.51%
June	10,501,593	10,521,786	0.19%	10,323,175	-1.89%
July	10,505,493	10,483,570	-0.21%	10,309,237	-1.66%
August	10,510,306	10,515,039	0.05%	10,283,542	-2.20%
September	10,468,073	10,537,568	0.66%	10,233,133	-2.89%
October	10,428,348	10,495,734	0.65%	10,237,138	-2.46%
November	10,447,169	10,503,277	0.54%	10,221,799	-2.68%

Average Weekday Passengers

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
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%
April	413,022	413,769	0.18%	392,293	-5.19%
May	433,656	428,947	-1.09%	417,065	-2.77%
June	408,956	411,220	0.55%	396,805	-3.51%
July	387,040	385,550	-0.39%	377,376	-2.12%
August	376,831	381,719	1.30%	369,341	-3.24%
September	415,874	428,697	3.08%	412,007	-3.89%
October	430,760	418,098	-2.94%	413,855	-1.01%
November	418,413	412,102	-1.51%	405,862	-1.51%

MTA Staten Island Railway

Revenue Passengers					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
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%
April	376,535	371,087	-1.45%	353,305	-4.79%
May	390,089	394,816	1.21%	414,213	4.91%
June	406,750	402,135	-1.13%	403,043	0.23%
July	359,630	327,407	-8.96%	333,078	1.73%
August	331,564	348,194	5.02%	353,616	1.56%
September	386,275	404,713	4.77%	401,445	-0.81%
October	435,865	400,281	-8.16%	449,023	12.18%
November	376,346	395,065	4.97%	419,004	6.06%
12 Month Ave	372,853	379,418	1.76%	384,052	1.22%
Year-to-Date	4,104,645	4,155,728	1.24%	4,232,256	1.84%

12 Month Averages					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
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%
April	364,950	380,577	4.28%	375,651	-1.29%
May	365,292	380,971	4.29%	377,268	-0.97%
June	367,658	380,587	3.52%	377,343	-0.85%
July	369,053	377,901	2.40%	377,816	-0.02%
August	370,746	379,287	2.30%	378,268	-0.27%
September	370,330	380,824	2.83%	377,995	-0.74%
October	370,802	377,858	1.90%	382,057	1.11%
November	372,853	379,418	1.76%	384,052	1.22%

Average Weekday Passengers					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
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%
April	15,604	16,039	2.79%	15,739	-1.87%
May	17,077	16,949	-0.75%	17,185	1.39%
June	16,876	16,613	-1.56%	16,675	0.37%
July	14,458	13,990	-3.24%	14,161	1.22%
August	13,653	13,672	0.14%	13,787	0.84%
September	16,818	17,389	3.40%	17,744	2.04%
October	18,135	17,330	-4.44%	18,590	7.27%
November	17,361	17,059	-1.74%	18,095	6.07%

MTA Long Island Rail Road

Revenue Passengers					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
December	7,594,356	7,761,607	2.20%	7,683,544	-1.01%
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%
April	7,313,844	7,271,823	-0.57%	7,158,667	-1.56%
May	7,262,655	7,483,655	3.04%	7,642,164	2.12%
June	7,777,803	7,969,169	2.46%	7,943,275	-0.32%
July	7,873,688	7,621,000	-3.21%	7,455,744	-2.17%
August	7,563,444	7,940,051	4.98%	7,816,201	-1.56%
September	7,491,598	7,589,091	1.30%	7,413,822	-2.31%
October	7,686,741	7,553,444	-1.73%	7,818,376	3.51%
November	7,027,591	7,385,548	5.09%	7,376,934	-0.12%
12 Month Ave	7,290,066	7,452,478	2.23%	7,459,420	0.09%
Year-to-Date	79,886,440	81,668,132	2.23%	81,829,500	0.20%
12 Month Averages					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
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%
April	7,185,432	7,380,942	2.72%	7,465,707	1.15%
May	7,186,442	7,399,358	2.96%	7,478,916	1.08%
June	7,208,841	7,415,306	2.86%	7,476,758	0.83%
July	7,229,473	7,394,248	2.28%	7,462,987	0.93%
August	7,243,145	7,425,632	2.52%	7,452,666	0.36%
September	7,259,324	7,433,757	2.40%	7,438,060	0.06%
October	7,261,220	7,422,649	2.22%	7,460,138	0.51%
November	7,290,066	7,452,478	2.23%	7,459,420	0.09%
Average Weekday Passengers					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
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%
April	294,548	305,742	3.80%	310,565	1.58%
May	314,372	311,313	-0.97%	307,067	-1.36%
June	310,718	319,475	2.82%	317,303	-0.68%
July	312,440	326,075	4.36%	318,758	-2.24%
August	308,139	303,263	-1.58%	299,106	-1.37%
September	313,050	318,591	1.77%	322,174	1.12%
October	309,872	315,279	1.74%	313,326	-0.62%
November	319,904	323,360	1.08%	322,271	-0.34%

MTA Metro-North Railroad

Revenue Passengers					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
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%	6,255,285	-2.91%
March	7,171,308	7,531,600	5.02%	7,308,183	-2.97%
April	7,283,033	7,118,939	-2.25%	7,015,190	-1.46%
May	7,181,256	7,197,619	0.23%	7,464,395	3.71%
June	7,606,986	7,679,577	0.95%	7,708,077	0.37%
July	7,647,375	7,245,013	-5.26%	7,244,976	0.00%
August	7,201,809	7,444,260	3.37%	7,507,575	0.85%
September	7,352,209	7,268,718	-1.14%	7,082,441	-2.56%
October	7,667,660	7,443,609	-2.92%	7,747,597	4.08%
November	6,998,173	7,235,466	3.39%	7,267,413	0.44%
12 Month Ave	7,157,338	7,225,684	0.95%	7,229,745	0.06%
Year-to-Date	78,385,902	79,075,952	0.88%	79,340,772	0.33%
12 Month Averages					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
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%	7,214,658	-0.09%
March	7,066,010	7,251,126	2.62%	7,196,040	-0.76%
April	7,076,345	7,237,451	2.28%	7,187,394	-0.69%
May	7,077,310	7,238,815	2.28%	7,209,626	-0.40%
June	7,097,884	7,244,864	2.07%	7,212,001	-0.45%
July	7,108,477	7,211,334	1.45%	7,211,998	0.01%
August	7,118,717	7,231,538	1.58%	7,217,274	-0.20%
September	7,130,079	7,224,581	1.33%	7,201,751	-0.32%
October	7,131,301	7,205,910	1.05%	7,227,083	0.29%
November	7,157,338	7,225,684	0.95%	7,229,745	0.06%
Average Weekday Passengers					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
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%	279,930	0.85%
March	282,459	289,729	2.57%	281,303	-2.91%
April	289,364	290,902	0.53%	292,357	0.50%
May	294,073	290,979	-1.05%	292,303	0.45%
June	301,323	304,770	1.14%	304,839	0.02%
July	297,811	296,634	-0.40%	294,434	-0.74%
August	285,374	283,532	-0.65%	284,615	0.38%
September	298,666	297,118	-0.52%	297,388	0.09%
October	299,864	298,985	-0.29%	300,078	0.37%
November	300,366	302,975	0.87%	302,697	-0.09%

East of Hudson

Revenue Passengers					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
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%
April	7,134,749	6,980,262	-2.17%	6,885,596	-1.36%
May	7,038,334	7,052,626	0.20%	7,323,535	3.84%
June	7,450,980	7,526,378	1.01%	7,563,718	0.50%
July	7,490,170	7,097,402	-5.24%	7,111,253	0.20%
August	7,054,321	7,288,957	3.33%	7,363,555	1.02%
September	7,202,664	7,123,553	-1.10%	6,953,276	-2.39%
October	7,513,131	7,321,189	-2.55%	7,610,678	3.95%
November	6,859,735	7,104,082	3.56%	7,134,492	0.43%
12 Month Ave	7,011,885	7,084,510	1.04%	7,094,513	0.14%
Year-to-Date	76,786,182	77,527,888	0.97%	77,853,759	0.42%
12 Month Averages					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
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%
April	6,933,686	7,092,439	2.29%	7,048,986	-0.61%
May	6,934,510	7,093,630	2.29%	7,071,562	-0.31%
June	6,954,285	7,099,913	2.09%	7,074,674	-0.36%
July	6,964,597	7,067,182	1.47%	7,075,828	0.12%
August	6,974,490	7,086,735	1.61%	7,082,044	-0.07%
September	6,985,370	7,080,143	1.36%	7,067,855	-0.17%
October	6,986,494	7,064,147	1.11%	7,091,979	0.39%
November	7,011,885	7,084,510	1.04%	7,094,513	0.14%
Average Weekday Passengers					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
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%
April	282,620	284,305	0.60%	285,896	0.56%
May	286,935	284,071	-1.00%	285,889	0.64%
June	294,228	297,803	1.22%	298,274	0.16%
July	290,649	289,263	-0.48%	287,756	-0.52%
August	278,362	276,763	-0.57%	278,338	0.57%
September	291,542	290,202	-0.46%	290,937	0.25%
October	292,836	293,166	0.11%	293,851	0.23%
November	293,087	296,403	1.13%	296,048	-0.12%

Harlem Line

Revenue Passengers					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
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%
April	2,330,964	2,295,023	-1.54%	2,252,524	-1.85%
May	2,288,972	2,290,681	0.07%	2,406,553	5.06%
June	2,416,982	2,439,435	0.93%	2,470,479	1.27%
July	2,406,276	2,277,356	-5.36%	2,288,211	0.48%
August	2,252,057	2,348,207	4.27%	2,373,087	1.06%
September	2,346,955	2,333,897	-0.56%	2,277,688	-2.41%
October	2,472,035	2,403,597	-2.77%	2,493,758	3.75%
November	2,239,569	2,322,328	3.70%	2,329,438	0.31%
12 Month Ave	2,288,303	2,315,404	1.18%	2,324,588	0.40%
Year-to-Date	25,061,341	25,342,301	1.12%	25,516,641	0.69%
12 Month Averages					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
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%
April	2,261,853	2,316,016	2.39%	2,305,945	-0.43%
May	2,261,340	2,316,158	2.42%	2,315,601	-0.02%
June	2,267,976	2,318,030	2.21%	2,318,188	0.01%
July	2,271,546	2,307,286	1.57%	2,319,093	0.51%
August	2,275,324	2,315,299	1.76%	2,321,166	0.25%
September	2,279,370	2,314,211	1.53%	2,316,482	0.10%
October	2,279,891	2,308,507	1.26%	2,323,996	0.67%
November	2,288,303	2,315,404	1.18%	2,324,588	0.40%
Average Weekday Passengers					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
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%
April	93,050	94,305	1.35%	94,501	0.21%
May	94,368	93,217	-1.22%	94,721	1.61%
June	96,266	97,395	1.17%	98,262	0.89%
July	94,386	94,149	-0.25%	93,957	-0.20%
August	89,923	89,966	0.05%	90,521	0.62%
September	95,719	95,844	0.13%	97,945	2.19%
October	97,017	97,090	0.08%	95,366	-1.78%
November	96,730	97,810	1.12%	97,707	-0.11%

Hudson Line

Revenue Passengers					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
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%
April	1,397,902	1,363,513	-2.46%	1,372,524	0.66%
May	1,381,366	1,397,282	1.15%	1,459,859	4.48%
June	1,448,469	1,460,876	0.86%	1,500,113	2.69%
July	1,464,154	1,402,439	-4.22%	1,441,958	2.82%
August	1,397,488	1,442,263	3.20%	1,491,491	3.41%
September	1,420,180	1,404,276	-1.12%	1,405,569	0.09%
October	1,468,000	1,453,574	-0.98%	1,552,398	6.80%
November	1,317,990	1,394,632	5.82%	1,406,098	0.82%
12 Month Ave	1,367,157	1,385,497	1.34%	1,411,262	1.86%
Year-to-Date	14,986,536	15,187,863	1.34%	15,519,236	2.18%
12 Month Averages					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
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%
April	1,357,332	1,380,689	1.72%	1,386,083	0.39%
May	1,357,312	1,382,016	1.82%	1,391,298	0.67%
June	1,359,485	1,383,050	1.73%	1,394,568	0.83%
July	1,360,287	1,377,907	1.30%	1,397,861	1.45%
August	1,361,655	1,381,638	1.47%	1,401,964	1.47%
September	1,363,126	1,380,313	1.26%	1,402,071	1.58%
October	1,363,322	1,379,110	1.16%	1,410,307	2.26%
November	1,367,157	1,385,497	1.34%	1,411,262	1.86%
Average Weekday Passengers					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
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%
April	55,226	55,404	0.32%	56,690	2.32%
May	56,057	55,964	-0.17%	56,735	1.38%
June	56,988	57,586	1.05%	58,857	2.21%
July	56,554	56,693	0.25%	57,741	1.85%
August	54,834	54,558	-0.50%	56,083	2.79%
September	57,125	56,935	-0.33%	57,773	1.47%
October	56,955	57,769	1.43%	59,944	3.77%
November	56,152	57,969	3.24%	58,142	0.30%

New Haven Line

Revenue Passengers					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
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%
April	3,405,883	3,321,726	-2.47%	3,260,548	-1.84%
May	3,367,996	3,364,663	-0.10%	3,457,123	2.75%
June	3,585,529	3,626,067	1.13%	3,593,126	-0.91%
July	3,619,740	3,417,607	-5.58%	3,381,084	-1.07%
August	3,404,776	3,498,487	2.75%	3,498,977	0.01%
September	3,435,529	3,385,380	-1.46%	3,270,019	-3.41%
October	3,573,096	3,464,018	-3.05%	3,564,522	2.90%
November	3,302,176	3,387,122	2.57%	3,398,956	0.35%
12 Month Ave	3,356,425	3,383,609	0.81%	3,358,663	-0.74%
Year-to-Date	36,738,305	36,997,724	0.71%	36,817,882	-0.49%
12 Month Averages					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
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%
April	3,314,501	3,395,733	2.45%	3,356,957	-1.14%
May	3,315,859	3,395,456	2.40%	3,364,662	-0.91%
June	3,326,824	3,398,834	2.16%	3,361,917	-1.09%
July	3,332,763	3,381,989	1.48%	3,358,874	-0.68%
August	3,337,511	3,389,799	1.57%	3,358,915	-0.91%
September	3,342,874	3,385,620	1.28%	3,349,301	-1.07%
October	3,343,282	3,376,530	0.99%	3,357,677	-0.56%
November	3,356,425	3,383,609	0.81%	3,358,663	-0.74%
Average Weekday Passengers					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
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%
April	134,344	134,596	0.19%	134,704	0.08%
May	136,510	134,891	-1.19%	134,432	-0.34%
June	140,974	142,822	1.31%	141,155	-1.17%
July	139,710	138,421	-0.92%	136,059	-1.71%
August	133,604	132,239	-1.02%	131,734	-0.38%
September	138,697	137,423	-0.92%	135,219	-1.60%
October	138,865	138,307	-0.40%	138,540	0.17%
November	140,206	140,624	0.30%	140,199	-0.30%

West of Hudson

Revenue Passengers

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
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%	120,495	-6.89%
March	152,441	152,725	0.19%	145,669	-4.62%
April	148,284	138,677	-6.48%	129,594	-6.55%
May	142,922	144,993	1.45%	140,860	-2.85%
June	156,006	153,199	-1.80%	144,359	-5.77%
July	157,205	147,611	-6.10%	133,723	-9.41%
August	147,488	155,303	5.30%	144,020	-7.27%
September	149,545	145,165	-2.93%	129,165	-11.02%
October	154,529	122,420	-20.78%	136,919	11.84%
November	138,438	131,384	-5.10%	132,921	1.17%
12 Month Ave	145,453	141,175	-2.94%	135,233	-4.21%
Year-to-Date	1,599,720	1,548,064	-3.23%	1,487,013	-3.94%

12 Month Averages

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
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%	139,753	-4.14%
March	141,994	145,813	2.69%	139,165	-4.56%
April	142,659	145,013	1.65%	138,408	-4.55%
May	142,800	145,185	1.67%	138,064	-4.91%
June	143,599	144,951	0.94%	137,327	-5.26%
July	143,881	144,152	0.19%	136,170	-5.54%
August	144,227	144,803	0.40%	135,230	-6.61%
September	144,710	144,438	-0.19%	133,896	-7.30%
October	144,807	141,762	-2.10%	135,104	-4.70%
November	145,453	141,175	-2.94%	135,233	-4.21%

Average Weekday Passengers

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
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%	6,326	-2.13%
March	6,933	6,651	-4.07%	6,344	-4.62%
April	6,744	6,597	-2.18%	6,461	-2.06%
May	7,138	6,908	-3.22%	6,414	-7.15%
June	7,095	6,967	-1.80%	6,565	-5.77%
July	7,162	7,371	2.92%	6,678	-9.40%
August	7,012	6,769	-3.47%	6,277	-7.27%
September	7,124	6,916	-2.92%	6,451	-6.72%
October	7,028	5,819	-17.20%	6,227	7.01%
November	7,279	6,572	-9.71%	6,649	1.17%

Port Jervis Line

Revenue Passengers

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
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%	71,338	-6.32%
March	89,367	90,131	0.85%	85,505	-5.13%
April	88,480	82,641	-6.60%	77,209	-6.57%
May	86,116	86,106	-0.01%	84,459	-1.91%
June	92,381	89,903	-2.68%	85,413	-4.99%
July	93,755	87,847	-6.30%	80,558	-8.30%
August	88,786	92,440	4.12%	86,210	-6.74%
September	89,066	87,499	-1.76%	78,687	-10.07%
October	93,069	76,555	-17.74%	85,570	11.78%
November	82,436	79,739	-3.27%	78,105	-2.05%
12 Month Ave	86,754	84,129	-3.03%	80,969	-3.76%
Year-to-Date	953,079	923,252	-3.13%	889,954	-3.61%

12 Month Averages

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
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%	83,565	-3.59%
March	85,316	86,742	1.67%	83,179	-4.11%
April	85,539	86,256	0.84%	82,727	-4.09%
May	85,557	86,255	0.82%	82,589	-4.25%
June	85,967	86,049	0.09%	82,215	-4.45%
July	85,991	85,556	-0.51%	81,608	-4.62%
August	86,194	85,861	-0.39%	81,089	-5.56%
September	86,406	85,730	-0.78%	80,354	-6.27%
October	86,406	84,354	-2.38%	81,105	-3.85%
November	86,754	84,129	-3.03%	80,969	-3.76%

Average Weekday Passengers

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
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%	3,743	-1.58%
March	4,065	3,926	-3.42%	3,725	-5.12%
April	4,024	3,931	-2.31%	3,847	-2.14%
May	4,300	4,103	-4.58%	3,847	-6.24%
June	4,202	4,089	-2.69%	3,885	-4.99%
July	4,273	4,386	2.64%	4,022	-8.30%
August	4,221	4,030	-4.52%	3,758	-6.75%
September	4,243	4,169	-1.74%	3,929	-5.76%
October	4,233	3,638	-14.06%	3,892	6.98%
November	4,334	3,989	-7.96%	3,907	-2.06%

Pascack Valley Line

Revenue Passengers

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
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%	49,157	-7.70%
March	63,074	62,594	-0.76%	60,164	-3.88%
April	59,804	56,036	-6.30%	52,385	-6.52%
May	56,806	58,887	3.66%	56,401	-4.22%
June	63,625	63,296	-0.52%	58,946	-6.87%
July	63,450	59,764	-5.81%	53,165	-11.04%
August	58,702	62,863	7.09%	57,810	-8.04%
September	60,479	57,666	-4.65%	50,478	-12.46%
October	61,460	45,865	-25.37%	51,349	11.96%
November	56,002	51,645	-7.78%	54,816	6.14%
12 Month Ave	58,699	57,045	-2.82%	54,263	-4.88%
Year-to-Date	646,641	624,812	-3.38%	597,059	-4.44%

12 Month Averages

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
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%	56,188	-4.94%
March	56,678	59,071	4.22%	55,986	-5.22%
April	57,121	58,757	2.86%	55,682	-5.23%
May	57,243	58,930	2.95%	55,475	-5.86%
June	57,632	58,903	2.21%	55,112	-6.44%
July	57,890	58,596	1.22%	54,562	-6.88%
August	58,033	58,942	1.57%	54,141	-8.15%
September	58,304	58,708	0.69%	53,542	-8.80%
October	58,401	57,408	-1.70%	53,999	-5.94%
November	58,699	57,045	-2.82%	54,263	-4.88%

Average Weekday Passengers

Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
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%	2,583	-2.93%
March	2,868	2,725	-4.99%	2,619	-3.89%
April	2,720	2,666	-1.99%	2,614	-1.95%
May	2,838	2,805	-1.16%	2,567	-8.48%
June	2,893	2,878	-0.52%	2,680	-6.88%
July	2,889	2,985	3.32%	2,656	-11.02%
August	2,791	2,739	-1.86%	2,519	-8.03%
September	2,881	2,747	-4.65%	2,522	-8.19%
October	2,795	2,181	-21.97%	2,335	7.06%
November	2,945	2,583	-12.29%	2,742	6.16%

MTA Bridges & Tunnels

Revenue Vehicles					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
December	24,198,616	25,398,337	4.96%	25,273,158	-0.49%
January	20,983,289	22,206,860	5.83%	23,452,652	5.61%
February	19,983,679	22,379,445	11.99%	21,620,767	-3.39%
March	23,836,645	25,678,007	7.72%	24,595,618	-4.22%
April	24,825,057	25,460,062	2.56%	25,354,830	-0.41%
May	26,520,622	27,041,559	1.96%	26,717,750	-1.20%
June	26,140,659	27,281,473	4.36%	27,133,265	-0.54%
July	26,900,933	27,279,840	1.41%	27,530,620	0.92%
August	27,179,957	27,620,446	1.62%	28,132,320	1.85%
September	25,176,781	26,043,256	3.44%	26,498,572	1.75%
October	26,225,167	26,022,431	-0.77%	27,109,361	4.18%
November	24,808,987	25,130,058	1.29%	25,955,863	3.29%
12 Month Ave	24,731,699	25,628,481	3.63%	25,781,231	0.60%
Year-to-Date	272,581,776	282,143,437	3.51%	284,101,618	0.69%
12 Month Averages					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
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%	25,658,642	2.09%
March	24,028,328	25,286,734	5.24%	25,568,443	1.11%
April	24,110,851	25,339,651	5.10%	25,559,674	0.87%
May	24,181,827	25,383,063	4.97%	25,532,690	0.59%
June	24,245,637	25,478,131	5.08%	25,520,339	0.17%
July	24,367,763	25,509,706	4.69%	25,541,238	0.12%
August	24,470,097	25,546,414	4.40%	25,583,894	0.15%
September	24,528,065	25,618,620	4.45%	25,621,837	0.01%
October	24,614,344	25,601,725	4.01%	25,712,414	0.43%
November	24,731,699	25,628,481	3.63%	25,781,231	0.60%
Average Weekday Passengers					
Service Month	2014-2015	2015-2016	Percentage Change	2016-2017	Percentage Change
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%	802,086	-0.13%
March	790,371	845,050	6.92%	812,009	-3.91%
April	837,547	864,797	3.25%	871,220	0.74%
May	880,801	897,859	1.94%	893,394	-0.50%
June	884,039	921,464	4.23%	922,040	0.06%
July	887,418	907,622	2.28%	911,478	0.42%
August	884,166	900,785	1.88%	918,820	2.00%
September	852,788	889,931	4.36%	909,832	2.24%
October	862,734	866,829	0.47%	897,370	3.52%
November	853,314	861,615	0.97%	894,676	3.84%

Fuel Hedge Program

Current ULSD Hedges

Date	Gallons Hedged	Percent of Expected Gallons Purchased	Weighted Average Hedge Price for Each Month	2017 Adopted Budget	2018 Adopted Budget
				(February Plan) Forecasted Commodity Price	(February Plan) Forecasted Commodity Price
February-18	2,791,133	55	1.62	1.66	1.61
March-18	2,959,365	50	1.64	1.66	1.61
April-18	2,865,517	53	1.64	1.66	1.61
May-18	2,901,106	49	1.64	1.66	1.61
June-18	3,056,905	52	1.63	1.66	1.61
July-18	3,040,592	50	1.64	1.66	1.61
August-18	3,140,227	50	1.64	1.66	1.61
September-18	3,013,560	50	1.65	1.66	1.61
October-18	2,895,797	50	1.66	1.66	1.61
November-18	2,695,310	50	1.68	1.66	1.61
December-18	2,815,410	50	1.69	1.66	1.61
January-19	2,751,962	50	1.70	1.75	1.63
February-19	2,322,962	46	1.70	1.75	1.63
March-19	2,476,135	42	1.72	1.75	1.63
April-19	2,016,169	37	1.73	1.75	1.63
May-19	1,963,464	33	1.75	1.75	1.63
June-19	1,723,471	29	1.78	1.75	1.63
July-19	1,520,174	25	1.80	1.75	1.63
August-19	1,308,281	21	1.84	1.75	1.63
September-19	1,004,359	17	1.87	1.75	1.63
October-19	723,775	12	1.90	1.75	1.63
November-19	449,038	8	1.93	1.75	1.63
December-19	234,411	4	1.96	1.75	1.63

Annual Impact as of February 7, 2018

	<u>(\$ in millions)</u>		
	<u>2018</u>	<u>2019</u>	<u>2020</u>
<u>Ultra Low Sulfur Diesel</u>			
Current Prices vs. 2018 Adopted Budget	(\$22.917)	(\$17.566)	\$10.271
Impact of Hedge	<u>8.442</u>	<u>4.757</u>	<u>0.000</u>
Net Impact: Fav/(Unfav)	(\$14.475)	(\$12.810)	\$10.271
<u>Compressed Natural Gas</u>			
Current Prices vs. 2018 Adopted Budget	\$1.250	\$6.034	\$7.464
Impact of Hedge	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>
Net Impact: Fav/(Unfav)	\$1.250	\$6.034	\$7.464
<u>Summary</u>			
Current Prices vs. 2018 Adopted Budget	(\$21.667)	(\$11.533)	\$17.735
Impact of Hedge	<u>8.442</u>	<u>4.757</u>	<u>0.000</u>
Net Impact: Fav/(Unfav)	(\$13.224)	(\$6.776)	\$17.735

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FEBRUARY 2018
MTA REAL ESTATE
FINANCE COMMITTEE AGENDA ITEMS

1. ACTION ITEMS

MTA LONG ISLAND RAIL ROAD

- a. Lease between Joseph Klein Family LLC and Long Island Rail Road for LIRR shelter shed and platform encroachment near East Rockaway Station and Ocean Avenue

2. INFORMATION ITEMS

- a. Status report on month-to-month licenses
- b. Status report on agreements entered into directly by the Real Estate Department
- c. Status report on Grand Central Terminal Vanderbilt Hall events
- d. Status report on Grand Central Terminal Graybar Passage retail kiosks
- e. Permit agreement for façade and roof repair with Maria Lara for construction staging behind 364 Linden Street, Brooklyn
- f. Permit agreement for façade and roof repair with Carlos J. Feijoo for construction staging behind 366 Linden Street, Brooklyn
- g. Permit agreement for façade and roof repair with Nghia Dien Nguy for construction staging behind 272 Wyckoff Avenue, Brooklyn
- h. Permit agreement for façade and roof repair with 247 Starr Street, Inc. for construction staging behind 274 Wyckoff Avenue, Brooklyn
- i. Permit agreement for façade and roof repair with Kasha LLC for construction staging behind 278 Wyckoff Avenue, Brooklyn
- j. Permit agreement for façade and roof repair with C E B Realty Corp. for construction staging at the roof of 280 Wyckoff Avenue, Brooklyn
- k. Clarification of easement rights on Bronx Block 2294, Lot 32 for the 2,5 lines

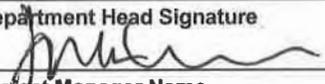
Legal Name	Popular Name	Abbreviation
New York City Transit Authority	MTA New York City Transit	NYC Transit
The Long Island Rail Road Company	MTA Long Island Rail Road	LIRR
Metro-North Commuter Railroad Company	MTA Metro-North Railroad	MNR
Triborough Bridge and Tunnel Authority	MTA Bridges and Tunnels	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).

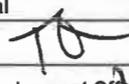
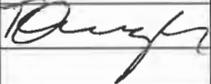
MTA LONG ISLAND RAIL ROAD

Staff Summary

Subject LEASE EXTENSION AND MODIFICATION
Department REAL ESTATE
Department Head Name JOHN N. LIEBER
Department Head Signature 
Project Manager Name MICHAEL DANIELS

Date FEBRUARY 20, 2018
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	2/20/18	X		
2	Board	2/22/18	X		

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

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

LESSOR: Joseph Klein Family LLC

LOCATION: Land adjacent to the East Rockaway Station, westside of the right of way, north of Ocean Avenue (Val Map V1F/183), Nassau County

USE: Passenger platform and shelter shed

ACTION REQUESTED: Approval of terms

TERM: Approximately thirteen years

SPACE: Approximately 21 square feet

COMPENSATION: \$1,200.00 per annum / \$100.00 per month

COMMENTS:

A portion of the platform at the East Rockaway station lies on Lessor's property and has been leased for approximately 36 years at a rental fee of \$100.00 per year without an increase. Since 2015, the LIRR had mistakenly not paid the Lessor for the use of the land. The Lessor advised MTA Real Estate and the parties agreed to a negotiated settlement, which allows for continued use of the land at an increased compensation of \$1,200.00 annually.

This is the first increase the Lessor has imposed for the use of the land. The increase will be retroactive to take effect as of 2015.

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

INFORMATION ITEMS

Memorandum



Metropolitan Transportation Authority

State of New York

Date February 20, 2018

To Members of the Finance Committee

From John N. Lieber, Chief Development Officer

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

In June 1988, the MTA Board adopted a policy, which allows the Real Estate Department to enter into month-to-month agreements for “passenger service oriented concessions without individual Committee or Board approval”. Attached is a status report of month-to-month agreements, which were executed pursuant to the policy.

TENANTS CURRENTLY ON MONTH-TO-MONTH AGREEMENTS

MONTH: FEBRUARY 2018

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 first qtr. of 2018
2. MNR	Croton Harmon Station	Dry Cleaning Drop Off	714	August 2013	\$975.11	Proposer selected; preparing license agreement
3. MNR	Grand Central Terminal	Devialet Inc.	225	April 24, 2017	\$30,000	GCT Development plans to maintain this space as a "pop-up" for the immediate future.
4. MNR	Grand Central Terminal	Moleskine	316	September 1, 2015	\$15,000	Space being awarded to winning bidder.
5. NYCT	Church Avenue, Nostrand Line, Brooklyn	Mahabubar Rahman/Newsstand	120	September 2015	\$2,500	NYCT plans to construct an elevator machine room on this location starting January 2019.

Memorandum



Metropolitan Transportation Authority

State of New York

Date February 20, 2018

To Members of the Finance Committee

From John N. Lieber, Chief Development Officer

Re **Report on Agreements Entered into Directly by the Real Estate Department via the RFP or negotiation process with tenants in good standing or through the RFP process when 3 or more proposals have been received from responsible proposers for a standard retail location**

Attached is a listing of agreements entered into directly by the Real Estate Department during preceding months, pursuant to the Board's resolutions of April 26, 2007 (Real Estate Policy #9) and November 13, 2013 (Real Estate Policy #33).

The resolutions authorizing Real Estate Policies #9 and #33 delegate authority to the Chairman, Executive Director, and Director of Real Estate to enter into lease or license agreements with tenants on behalf of the MTA and its agencies.

For each such agreement entered into pursuant to Real Estate Policy #9, the term may not exceed ten years, and aggregate compensation may not exceed \$300,000, or \$150,000 for five-year agreements. The resolution similarly delegates authority to renew license agreements with tenants in good standing with the same limitations.

For each such agreement entered into pursuant to Real Estate Policy #33, MTA Real Estate must have received at least three bids from responsible proposers, and must have entered into agreement with the responsible proposer which offered the highest guaranteed rent, on a present value basis.

**REPORT ON AGREEMENTS ENTERED INTO DIRECTLY BY THE REAL ESTATE DEPARTMENT
PURSUANT TO BOARD POLICY**

February, 2018

Agency/Project Manager	Renewal/RFP Generated	Licensee	Location/Use	Term	Rental		Annual Increase	Size/Weekday Ridership	Price/SF	
					Year	Rent			Year	PSF
NYCT / F. Phillips	RFP	Flowers and Gifts, Corp	1498 Sheepshead Bay Road, Brooklyn. Street level retail space.	10 Years	1	\$30,000.00	--	200 Square Feet/ 14,477 weekday passengers	1	\$150.00
					2	\$31,200.00	4%		2	\$156.00
					3	\$32,400.00	3.70%		3	\$162.00
					4	\$33,600.00	3.57%		4	\$168.00
					5	\$34,800.00	3.44%		5	\$174.00
					6	\$36,000.00	3.33%		6	\$180.00
					7	\$37,200.00	3.22%		7	\$186.00
					8	\$38,400.00	3.125%		8	\$192.00
					9	\$39,600.00	3.03%		9	\$198.00
					10	\$40,800.00	2.94%		10	\$204.00

List of all proposals:

Proposer name:	NPV @ 6% discount rate:
Jalal Ahmed	\$256,325.40
Vladislav Levachko	\$128,525.31
New Equity Enterprises	\$125,488.34
Mohammed Almerdale	\$71,875.72

Memorandum



Metropolitan Transportation Authority

State of New York

Date February 20, 2018
To Members of the Finance Committee
From John N. Lieber, Chief Development Officer
Re **GCT's Vanderbilt Hall Events Forecast**

The following report will be presented to the Real Estate Committee by GCT Development on a monthly basis. The events forecast will show events planned for Vanderbilt Hall in the next three to four month period. This calendar will always be subject to last minute changes for technical or scheduling reasons.

2018 Vanderbilt Hall Events – January & February

Event	Date	Description	Space	Use
Chinese New Year	January 9 - 11, 2018	Shanghai tourism event and Chinese New Year celebration with traditional art performers.	Vanderbilt Hall	Public
Tournament of Champions	January 12 - 27, 2018	21st annual squash tournament. Load in and build Jan 12 - 16 Event: Jan 17 - 25 Load Out: Jan 25 - 27	Vanderbilt Hall Ramp	Public
MTAPD K9 Graduation	January 31, 2018	MTAPD K9 graduation ceremony	Vanderbilt Hall	Private
MNR Health	February 8, 2018	Health and Wellness event	Vanderbilt Hall	Private
Talent on the Tracks	February 15, 2018	Metro-North Talent Event	Vanderbilt Hall	Private

Memorandum



Metropolitan Transportation Authority

State of New York

Date February 20, 2018
To Members of the Finance Committee
From John N. Lieber, Chief Development Officer
Re **GCT – Graybar Passage Retail Kiosks**

The following report will be presented by GCT Development office of the Real Estate Department whenever a new retail Permit Agreement has been entered into under the Retail Kiosk program approved by the MTA Board in January 2006.

GRAND CENTRAL TERMINAL
GRAYBAR PASSAGE RETAIL KIOSK PROGRAM
New Licensees-Month of February 2018

Licensee	License Dates	Use	Monthly Compensation
Meghan Patrice Riley	2/1/18-4/30/18	Retail sale of licensee produced jewelry	\$3100
Desideri Designs	2/1/18-4/30/18	Retail sale of licensee produced jewelry	\$3100
Christina Stankard Jewelry	2/1/18-4/30/18	Retail sale of licensee produced jewelry	\$3100
Insiders 1	2/1/18-4/30/18	Retail sale of licensee produced accessories	\$3100
Saskia Designs	2/1/18-4/30/18	Retail sale of licensee produced jewelry	\$3100
Fego Gioielli	2/1/18-4/30/18	Retail sale of licensee produced jewelry	\$3100

Staff Summary

Subject PERMIT AGREEMENT-For Façade and Roof
Department REAL ESTATE
Department Head Name JOHN N. LIEBER
Department Head Signature
Project Manager Name ARTURO ESPINOZA

Date FEBRUARY 20, 2018
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	2/20/18		X	

Internal Approvals			
Order	Approval	Order	Approval
	Legal		
	Chief Development Officer		
	Chief Financial Officer		

AGENCY: MTA New York City Transit ("NYCT")
 PERMITTOR: Maria Lara
 LOCATION: Rear yard of 364 Linden Street, Brooklyn, New York
 ACTIVITY: Access for construction staging
 TERM: Six (6) months
 SPACE: Approximately 250 square feet
 COMPENSATION: \$1.00, payment waived

COMMENTS:

In connection with façade and roof repair work at NYCT's Gates Substation adjacent to the above-referenced location, MTA Real Estate reached out to Maria Lara for the use of her rear yard needed for construction staging.

Following field visits and meetings, both parties came to an agreement in a manner that would permit NYCT to effectuate its work on a timely basis.

MTA Legal approved the permit as to form and it was executed on the aforementioned terms and conditions pursuant to Board-approved Real Estate Department Policy #11 dated November 15, 1999, as amended February 24, 2010 and modified November 12, 2013. This policy provides standard guidelines for entering into such access agreements.

Staff Summary

Subject PERMIT AGREEMENT-For Façade and Roof
Department REAL ESTATE
Department Head Name JOHN N. LIEBER
Department Head Signature
Project Manager Name ARTURO ESPINOZA

Date FEBRUARY 20, 2018
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	2/20/18		X	

Internal Approvals			
Order	Approval	Order	Approval
	Legal		
	Chief Development Officer		
	Chief Financial Officer		

AGENCY: MTA New York City Transit ("NYCT")
 PERMITTOR: Carlos J. Feijoo
 LOCATION: Rear yard of 366 Linden Street, Brooklyn, New York
 ACTIVITY: Access for construction staging
 TERM: Six (6) months
 SPACE: Approximately 250 square feet
 COMPENSATION: \$1.00, payment waived

COMMENTS:

In connection with façade and roof repair work at NYCT's Gates Substation adjacent to the above-referenced location, MTA Real Estate reached out to Carlos J. Feijoo for the use of his rear yard needed for construction staging.

Following field visits and meetings, both parties came to an agreement in a manner that would permit NYCT to effectuate its work on a timely basis.

MTA Legal approved the permit as to form and it was executed on the aforementioned terms and conditions pursuant to Board-approved Real Estate Department Policy #11 dated November 15, 1999, as amended February 24, 2010 and modified November 12, 2013. This policy provides standard guidelines for entering into such access agreements.

Staff Summary

Subject PERMIT AGREEMENT-For Façade and Roof
Department REAL ESTATE
Department Head Name JOHN N. LIEBER
Department Head Signature
Project Manager Name ARTURO ESPINOZA

Date FEBRUARY 20, 2018
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	2/20/18		X	

Internal Approvals			
Order	Approval	Order	Approval
	Legal		
	Chief Development Officer		
	Chief Financial Officer		

AGENCY: MTA New York City Transit ("NYCT")
 PERMITTOR: Nghia Dien Nguy
 LOCATION: Rear yard of 272 Wyckoff Avenue, Brooklyn, New York
 ACTIVITY: Access for construction staging
 TERM: Six (6) months
 SPACE: Approximately 270 square feet
 COMPENSATION: \$1.00, payment waived

COMMENTS:

In connection with façade and roof repair work at NYCT's Gates Substation adjacent to the above-referenced location, MTA Real Estate reached out to Nghia Dien Nguy for the use of his rear yard needed for construction staging.

Following field visits and meetings, both parties came to an agreement in a manner that would permit NYCT to effectuate its work on a timely basis.

MTA Legal approved the permit as to form and it was executed on the aforementioned terms and conditions pursuant to Board-approved Real Estate Department Policy #11 dated November 15, 1999, as amended February 24, 2010 and modified November 12, 2013. This policy provides standard guidelines for entering into such access agreements.

Staff Summary

Subject PERMIT AGREEMENT-For Façade and Roof
Department REAL ESTATE
Department Head Name JOHN N. LIEBER
Department Head Signature
Project Manager Name ARTURO ESPINOZA

Date FEBRUARY 20, 2018
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	2/20/18		X	

Internal Approvals			
Order	Approval	Order	Approval
	Legal		
	Chief Development Officer		
	Chief Financial Officer		

AGENCY: MTA New York City Transit ("NYCT")
 PERMITTOR: 247 Starr Street, Inc. ("247 Starr Street")
 LOCATION: Rear yard of 274 Wyckoff Avenue, Brooklyn, New York
 ACTIVITY: Access for construction staging
 TERM: Six (6) months
 SPACE: Approximately 270 square feet
 COMPENSATION: \$1.00, payment waived

COMMENTS:

In connection with façade and roof repair work at NYCT's Gates Substation adjacent to the above-referenced location, MTA Real Estate reached out to 247 Starr Street for the use of its rear yard needed for construction staging.

Following field visits and meetings, both parties came to an agreement in a manner that would permit NYCT to effectuate its work on a timely basis.

MTA Legal approved the permit as to form and it was executed on the aforementioned terms and conditions pursuant to Board-approved Real Estate Department Policy #11 dated November 15, 1999, as amended February 24, 2010 and modified November 12, 2013. This policy provides standard guidelines for entering into such access agreements.

Staff Summary

Subject PERMIT AGREEMENT-For Façade and Roof
Department REAL ESTATE
Department Head Name JOHN N. LIEBER
Department Head Signature
Project Manager Name ARTURO ESPINOZA

Date FEBRUARY 20, 2018
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	2/20/18		X	

Internal Approvals			
Order	Approval	Order	Approval
	Legal		
	Chief Development Officer		
	Chief Financial Officer		

AGENCY: MTA New York City Transit ("NYCT")
 PERMITTOR: Kasha LLC
 LOCATION: Rear yard of 278 Wyckoff Avenue, Brooklyn, New York
 ACTIVITY: Access for construction staging
 TERM: Six (6) months
 SPACE: Approximately 250 square feet
 COMPENSATION: \$1.00, payment waived

COMMENTS:

In connection with façade and roof repair work at NYCT's Gates Substation adjacent to the above-referenced location, MTA Real Estate reached out to Kasha LLC for the use of its rear yard needed for construction staging.

Following field visits and meetings, both parties came to an agreement in a manner that would permit NYCT to effectuate its work on a timely basis.

MTA Legal approved the permit as to form and it was executed on the aforementioned terms and conditions pursuant to Board-approved Real Estate Department Policy #11 dated November 15, 1999, as amended February 24, 2010 and modified November 12, 2013. This policy provides standard guidelines for entering into such access agreements.

Staff Summary

Subject PERMIT AGREEMENT-For Façade and Roof
Department REAL ESTATE
Department Head Name JOHN N. LIEBER
Department Head Signature
Project Manager Name ARTURO ESPINOZA

Date FEBRUARY 20, 2018
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	2/20/18		X	

Internal Approvals			
Order	Approval	Order	Approval
	Legal		
	Chief Development Officer		
	Chief Financial Officer		

AGENCY: MTA New York City Transit ("NYCT")
 PERMITTOR: C E B Realty Corp.
 LOCATION: Roof area of 280 Wyckoff Avenue, Brooklyn, New York
 ACTIVITY: Access for construction staging
 TERM: Six (6) months
 SPACE: Approximately 300 square feet
 COMPENSATION: \$1.00, payment waived

COMMENTS:

In connection with façade and roof repair work at NYCT's Gates Substation adjacent to the above-referenced location, MTA Real Estate reached out to C E B Realty Corp. for the use of its roof needed for construction staging.

Following field visits and meetings, both parties came to an agreement in a manner that would permit NYCT to effectuate its work on a timely basis.

MTA Legal approved the permit as to form and it was executed on the aforementioned terms and conditions pursuant to Board-approved Real Estate Department Policy #11 dated November 15, 1999, as amended February 24, 2010 and modified November 12, 2013. This policy provides standard guidelines for entering into such access agreements.

Staff Summary

Subject CLARIFICATION OF EASEMENT RIGHTS
Department REAL ESTATE
Department Head Name JOHN N. LIEBER
Department Head Signature
Project Manager Name Judith Schwartz

Date FEBRUARY 20, 2018
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	2/20/18		X	

Internal Approvals			
Order	Approval	Order	Approval
	Legal		
	Chief Development Officer		
	Chief Financial Officer		

AGENCY: MTA New York City Transit (“NYCT”)
 OWNER AND DEVELOPER: Comunilife La Central Housing Development Fund Corporation (“Owner”) and La Central Owner LLC (“Developer”) L.P.
 LOCATION: Block 2294, Lot 32, the Bronx (“Lot 32”)
 ACTIVITY: Clarification of Rights of NYCT in a 12-foot wide perpetual access easement (the “Access Easement”) on Lot 32 for Subway Track Maintenance
 TERM: Perpetual
 COMPENSATION: None

COMMENTS:

Across a city block bounded by Bergen Avenue, 149th Street, Brooke Avenue and Westchester Avenue in the Bronx, the 2 & 5 subway line tracks emerge from an underground tunnel and rise to become an elevated line within Lot 55 of Block 2294. Because NYCT requires access to the tracks in Lot 55, NYC Housing Preservation and Development reserved an access easement in its deed for the City and the NYCT for the purposes of inspection, maintenance, servicing, repair, replacement and reconstruction of the transit right-of-way on that lot, when it conveyed the adjacent Lot 32 to the Owner on December 28, 2017.

NYCT has concluded an agreement with the Owner and the Developer of Lot 32 to clarify the operation of the Access Easement. The Owner and the Developer have agreed to make the 12-wide easement level and suitable for trucks to drive across; build a fence along the boundary line of the tracks and Lot 32; keep the easement free of any structures except as approved by NYCT; and forgo any on it. Except in an emergency, NYCT will give the Owner 30 days’ prior written notice to use the Access Easement and will indemnify the Owner for damages caused during its use. For security purposes the Owner will install gates at the entrance to the Access Easement and provide a key to the locks to NYCT.