



**Metropolitan Transportation Authority**

# Finance Committee Meeting March 2018

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## Committee Members

**L. Schwartz, Chair**

F. Ferrer, Vice Chair

N. Brown\*

I. Greenberg\*

D. Jones

C. Moerder

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**

**Monday, 3/19/2018**

**1:00 - 2:15 PM ET**

## **1. PUBLIC COMMENTS PERIOD**

## **2. APPROVAL OF MINUTES – FEBRUARY 20, 2018**

*Finance Committee Minutes - Page 4*

## **3. 2018 COMMITTEE WORK PLAN**

*2018 Work Plan - Page 12*

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

### **BudgetWatch (Handout)**

### **Finance Watch**

*Finance Watch - Page 20*

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

### **Action Items**

*2017 All Agency Annual Procurement Report (Full report Available in the Document Center and MTA.Info) - Page 30*

### **Report and Information Items**

*Contract Change Order Report - Page 31*

*MTA Prompt Payment Annual Report 2017 - Page 34*

### **Procurements**

*MTAHQ Procurement Report - Page 37*

*MTAHQ Competitive Procurements - Page 39*

*MTAHQ Ratifications - Page 44*

## **6. METRO-NORTH RAILROAD**

*MNR Action Item - Page 52*

*MNR Procurement - Page 54*

## **7. LONG ISLAND RAIL ROAD**

*LIRR Procurements - Page 56*

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

*NYCT Procurement - Page 62*

## **9. BRIDGES AND TUNNELS (No Items)**

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

## **11. MTA CONSOLIDATED REPORTS**

*Statement of Operations - Page 64*

*Overtime - Page 70*

*Subsidy, Interagency Loans and Stabilization Fund Transactions - Page 74*

*Debt Service - Page 83*

*Positions - Page 85*

*Farebox Operating and Recovery Ratios - Page 88*

*MTA Ridership Report - Page 89*

*Fuel Hedge Program - Page 113*

## **12. REAL ESTATE AGENDA**

### **Action Items**

*Real Estate Action Items - Page 116*

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

### **Report and Information Items**

*Real Estate Info Items - Page 127*

Date of next meeting: April 23, 2018 @ 12:15pm

Minutes of the MTA Finance Committee Meeting  
February 20, 2018  
2 Broadway, 20th Floor Board Room  
New York, NY 10004  
Scheduled 12:15 PM

The following Finance Committee Members attended:

Hon. Lawrence Schwartz, Chair  
Hon. Fernando Ferrer, Vice Chair  
Hon. Norman E. Brown  
Hon. David R. Jones  
Hon. Charles G. Moerdler  
Hon. John J. Molloy  
Hon. Mitchell H. Pally  
Hon. Scott Rechler  
Hon. Polly Trottenberg  
Hon. Veronica Vanterpool  
Hon. Peter Ward  
Hon. Carl Weisbrod  
Hon. Carl V. Wortendyke  
Hon. Neal Zuckerman

The following Finance Committee Members did not attend:

Hon. Ira Greenberg  
Hon. James E. Vitiello

The following Board Members were also present:

Hon. Andrew Albert  
Hon. Susan G. Metzger

The following MTA staff attended:

Robert Foran  
David Keller  
Patrick McCoy  
David Ross  
David Florio

Chairman Schwartz called the February 20, 2018 meeting of the Finance Committee to order at 1:40 PM.

### **I. Public Comments**

There was one public speaker. 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 (such as GPS tracking apps) could be implemented instead and that funds used on PTC are not spent wisely.

## **II. Approval of Minutes**

The Committee voted to approve the minutes to its prior meeting held on January 22, 2018, subject to any revisions that might be needed in response to certain questions about them (see pages 4 through 12 of the Committee book).

## **III. Committee Work Plan**

There were no changes to the Work Plan (see pages 14 through 21 of the Committee book).

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

### **A. BudgetWatch**

Mr. David Keller presented BudgetWatch (see the MTA website for the entire BudgetWatch <http://web.mta.info/mta/ind-finance/budgetwatch.pdf>). Reporting in BudgetWatch focuses on January operating results and subsidy results through February, and compares these preliminary results with the calendarized 2018 Budget, which is included in the February Financial Plan. Mr. Keller noted that Mr. Robert Foran will present the February Financial Plan later in the meeting.

**Revenues:** Mr. Keller reported that for the month of January 2018 passenger revenues were unfavorable by \$24.0 million, or 4.8%. Revenues from subway, bus and commuter railroads were lower primarily due to adverse weather, especially from Winter Storm Grayson on January 4, 2018. Toll revenues were favorable for the month, reflecting higher than anticipated traffic levels.

**Expenses:** Mr. Keller reported that preliminary expenses were slightly unfavorable, primarily reflecting higher labor expenses (including overtime) at NYCT, which offset favorable results at the other agencies. He noted that overtime expenses for the month were \$14.4 million, or 19.8% unfavorable. Winter Storm Grayson affected overtime spending throughout the MTA, but the primary contributor for the overage was NYCT, due to the need to mitigate subway service delays and overcrowding, and to provide vacancy/absentee coverage. Debt services expenses for January were \$217.5 million, which was \$10.9 million, or 4.8%, favorable to Budget due to the timing of debt service payments.

**Subsidies:** Mr. Keller reported that State Dedicated Taxes and Real Estate Taxes were both slightly favorable through February.

**Overall:** Mr. Keller summarized that overall, preliminary results early in 2018 have been somewhat unfavorable, with lower passenger revenue and higher NYCT overtime mostly offset by lower expenses at the other agencies, favorable debt service and slightly lower subsidies. He further commented that it is too early to draw conclusions from these results.

**Discussion:** Mr. Pally asked for clarification on the passenger and toll revenues and the unfavorable/favorable amounts. Mr. Keller confirmed that the passenger revenues were unfavorable by \$24 million and the toll revenues were favorable by \$3.1 million. Mr. Pally inquired about whether it is normal procedure that receipt of Metropolitan Mass Transportation Operating Assistance (MMTOA) is not expected until May. Mr. Foran confirmed that the normal

practice is to begin receiving MMTOA in May and noted that a year of MMTOA is received over the course of nine months. Mr. Albert inquired regarding Payroll Mobility Tax (PMT) and if, as proposed in the Executive Budget, the PMT is directly received, when that might begin. Mr. Keller commented that staff has been in discussions with the State, but to date a firm answer has not been given. He added that he expects there to be additional insights later in the year.

## **B. FinanceWatch**

Mr. McCoy presented highlights from FinanceWatch (see pages 22 through 32 of the Committee book for the complete FinanceWatch report).

**Recent Transaction:** Mr. McCoy provided a summary of the \$351.9 million TBTA General Revenue Bonds, Series 2018A that closed on February 1, 2018. The bonds were competitively bid, with the winning bid submitted by Bank of America Merrill Lynch. He further noted that the all-in True Interest Cost was 3.84%, and the bonds were structured with a long average life of 28.43 years.

**Liquidity Solicitation:** Mr. McCoy noted that a liquidity solicitation will be sent out for pricing bids for MTA's variable rate bonds, of which approximately \$2 billion need to be remarketed in 2018.

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

### **A. Action Items**

Mr. Keller reported that there were three action items.

1. 2018 Adopted Budget and February Financial Plan 2018-2021
2. 2017 TBTA Operating Surplus
3. Mortgage Recording Tax-Escalation Payments to Dutchess, Orange, and Rockland Counties

#### **1. 2018 Adopted Budget and February Financial Plan 2018 – 2021**

Mr. Foran presented the February Financial Plan highlights (see pages 34 through 46 of the Committee book; also the full February Financial Plan book and Mr. Foran's presentation are available under the February Finance Committee materials on the MTA website: <http://web.mta.info/mta/news/books/>).

Mr. Foran highlighted the status as of the November Financial Plan, which was approved by the Board in December 2017, noting there were small cash balances through 2019, and year-end deficits for 2020 and 2021 of \$352 million and \$643 million, respectively. He further noted important assumptions underlying the November Financial Plan, especially the lower real estate revenues which are showing an average annual decline of \$229 million. Additionally, the November Financial Plan included projected 4% fare and toll increases in 2019 and 2021, each providing approximately \$325 million annualized, and annual recurring cost savings target increases, reaching \$418 million in 2021. Mr. Foran noted that the fare and toll increases are strictly for projection purposes, and that the actual increases are subject to need, the public hearing process and Board approval.

Mr. Foran discussed changes that have occurred since the Board approved the Budget in December, noting that typically the February Financial Plan does not require Board approval. He noted that this year, there are significant changes, in particular relating to the State Executive Budget, the City's preliminary budget, and the Subway Action Plan (SAP). Mr. Foran further noted that the NY State 2018-2019 Executive Budget includes MMTOA funding that is higher than last year, but is \$61 million lower than the November Plan estimate. Out-year projections for MMTOA are approximately \$135 million lower per year, reflecting lower economic activity. The \$65 million restoration of PMT Replacement Funds, which was assumed in the July and November Financial Plans, was not included in the Executive Budget. The City of New York's 2019 Preliminary Budget does not include funding for the SAP. Debt service savings of \$161 million over the Plan period are attributable to advance refunding transactions in December. Bridges and Tunnels generated a 2017 surplus that was \$28 million higher than forecast. Mr. Foran commented that approximately \$1.7 billion of capital cash balances would be drawn down in lieu of additional bonding in 2018 to generate \$252 million in debt service savings over the Plan period. Other Plan changes are minor technical adjustments in the agencies.

Mr. Foran discussed the adjustments to the SAP, noting that the Board approved Budget in December assumed full funding of the SAP but explicitly requested that recommended changes to the scope of the SAP be adjusted to match funding. Mr. Foran noted the SAP is accordingly being phased in with available funds. The SAP provided for increasing headcount by hiring employees to do the work. The adjustment to the SAP means that additional hiring of employees will be delayed. Mr. Foran noted, however, that approximately 1,000 employees have already been hired for this work. With the changes to the SAP, the operating expenses of the SAP is estimated at approximately \$256.4 million and the capital expenses are estimated at \$122.0 million. On the capital side, the adjustments to the SAP include a delay in car conversion projects.

Mr. Foran summarized that the February Financial Plan has break even cash balances in 2018 and 2019, but additional revenues are needed to address the out year deficits (estimated at \$403 million in 2020 and \$602 million in 2021), or the State and the City must step forward to accelerate their issuance of debt so that the MTA may delay its debt service.

Mr. Foran listed the recommendations (see the staff summary on page 35 of the Committee book):

- Adopt the 2018 Final Proposed Budget and Four Year Financial Plan, which includes approving the 2017 Final Estimate and Plan adjustments. 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 and 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 February Financial 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 (Attachment B, see pages 38 through 46 of the Committee book)
- Authorize staff to expand the SAP should additional funding become available.

**Discussion:** Mr. Weisbrod inquired regarding the average annual decline of \$229 million in real estate transfer taxes. Mr. Foran and Mr. Keller responded that the real estate tax revenue decline was incorporated in the November Financial Plan. Mr. Foran noted that the real estate tax decline is adding to the out year deficits. Mr. Foran further noted that regarding the changes since the November Financial Plan, the significant change to note is the reduction in MMTOA as compared to the November Financial Plan, approximately \$61 million in 2018 and then \$135 million annually. Mr. Weisbrod asked if the Legislature were able to provide a tax on app based vehicles for hire (such as Uber), would that compensate for the shortfall. Mr. Foran noted that there is a need of \$400 to \$600 million to address the gaps in order to issue the debt for the capital programs, but revenue generated from that. Mr. Foran noted the Fix NYC Advisory Panel Report included recommendations regarding vehicles for hire, and while MTA remains agnostic to revenue sources, a surcharge would certainly help. Mr. Weisbrod observed that there seems to be a consensus that a tax on app based vehicles for hire is appropriate, and it appears that it would be a strong revenue generator. Mr. Zuckerman asked for clarification on the \$1.7 billion of capital cash instead of debt service. Mr. Foran noted that the \$1.7 billion is not operating funds, but rather comes from funds designated for capital, such as PAYGO; spending the capital dollars reduces the debt service requirements (and burden to the operating budget) by delaying the issuance of new debt. Mr. Pally asked about the operating budget and whether an increase in revenues from a tax on app based vehicles could alleviate the need for fare and toll increases in 2019. Mr. Foran commented that the proposed fare and toll increases provide annualized amounts of \$325 million, and if a substitute revenue were provided for that amount, the projected deficits would remain the same. Mr. Foran agreed that revenue dollars are fungible and the need for additional revenue becomes greater in order to avoid the fare and toll increases. Mr. Foran further noted that the savings targets are critical as well, and that if those are not achieved the gaps will grow. Mr. Weisbrod inquired about the likelihood of success in meeting the savings targets. Mr. Foran noted that several items that will help to achieve savings targets are being implemented. For example, new hiring has been restricted, if not safety or security related, and all new hires are being reviewed and vetted. Additionally, employee travel and other programs are being reduced. Chairman Schwartz requested quarterly updates for the savings targets.

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

## **2. 2017 TBTA Operating Surplus**

Mr. Keller reported the second action item is the 2017 TBTA Operating Surplus and seeks Board approval to (i) certify and transfer \$740.1 million of operating surplus to the MTA and NYCT; (ii) transfer \$1,476,772 representing 2017 investment income to the MTA; (iii) deduct \$28 million from the TBTA operating revenues to be paid to the TBTA Necessary Reconstruction Reserve; and (iv) advance the 2018 TBTA Surplus (see pages 47 through 59 of the Committee book).

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

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

Mr. Keller reported the item seeks Board approval of the MRT-2 escalation payments to Dutchess, Orange, and Rockland counties for a total of \$4.4 million from available funds on deposit in the MRT-2 Corporate Transportation account (see pages 60 and 61 of the Committee book).

**Discussion:** Mr. Pally confirmed that these payments are required by law and not discretionary. Mr. Keller agreed that is the case.

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

## **B. Procurements**

Mr. David Ross reported that there were 27 procurements for MTA Headquarters for a total of \$137,080,852, including 20 competitive procurements for personal services contracts and modifications for a total of \$96,080,017, and seven transit procurement actions for ratification pursuant to Executive Order 168 for a total of \$41,000,835 (see pages 62 through 80 of the Committee book for details on all the MTAHQ procurements). Mr. Ross noted two corrections in the Committee book: (i) item #20 of the personal services contracts related to the Cambridge Bus CIS Server Software noted that there was staff summary attached, but it was not included and will be uploaded later; and (ii) correcting the number of station-affecting accounts to 1,100, rather than 11,000, referenced in the staff summary for item #16, related to the Greystone Management Solutions.

The Committee voted to recommend the procurement items before the Board for approval. Mr. Moerdler recused himself from item #19 of the personal services contracts, related to Willis of New York, Inc.

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

### **A. LIRR Action Item**

Mr. Ross reported that there was one action item for LIRR, ratification of an amendment to the Gateway Tunnel Agreement with Amtrak (see pages 82 and 83 of the Committee book).

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

### **B. Metro-North Procurements**

Mr. Ross reported that there were two procurements, one sole source procurement for Metro-North for a total of \$4,625,000 and one competitive procurement for a modification to an existing agreement for a total of \$1,207,105 (see page 84 through 86 of the Committee book).

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

### **C. LIRR Procurement**

Mr. Ross reported that there was one sole source procurement for LIRR for a total of \$249,025 (see pages 87 and 88 of the Committee book).

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

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

### **A. Procurement**

Mr. Ross reported that there was one competitive RFP procurement for NYCT for \$49,338,169 (see pages 90 through 92 of the Committee book).

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

## **VIII. Bridges and Tunnels**

### **A. Procurements**

Mr. Ross reported that there were modifications to three existing agreements for Bridges and Tunnels for a total of \$74,711,502 (see pages 94 and 95 of the Committee book).

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

## **IX. FMTAC**

There were no items for FMTAC.

## **X. MTA Consolidated Reports**

This month's consolidated reports include: December Year to Date actual results versus Adopted Budget and Final Estimate, 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 96 through 148 of the Committee book).

## **XI. Real Estate Agenda**

Mr. David Florio reported that there was one action item for LIRR, a lease between the Joseph Klein Family LLC and LIRR for a shelter shed and platform encroachment at the East Rockaway Station and Ocean Avenue (see pages 150 through 169 of the Committee book for all real estate action and information items).

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

## **XII. Adjournment**

Upon motion duly made and seconded, the February 20, 2018 meeting of the Finance Committee was adjourned at 2:12 PM.

Respectfully submitted,

Marcia Tannian  
Deputy Director, Finance

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# 2018 Finance Committee Work Plan

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## I. RECURRING AGENDA ITEMS

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

### Responsibility

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

## II. SPECIFIC AGENDA ITEMS

### Responsibility

### **April 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 1<sup>st</sup> 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	MTA Proc., Agencies
DRAFT MTA Financial Statements 2 <sup>nd</sup> Quarter for the Six-Months Ended June 2018	MTA Comptroller
<b><u>October 2018</u></b>	
2019 Preliminary Budget/July Financial Plan 2019-2022 (materials previously distributed)	MTA Div. Mgmt/Budget
Other:	
Update on the Business Service Center	MTA BSC
Annual Review of MTA's Derivative Portfolio - Including Fuel Hedge	MTA Finance
MTA 2018 Semi-Annual Investment Report	MTA Treasury
<b><u>November 2018</u></b>	
2019 Final Proposed Budget/November Financial Plan 2019-2022 (Joint Session with MTA Board)	MTA Div. Mgmt/Budget
Other:	
Station Maintenance Billing Update	MTA Comptroller
Review and Assessment of the Finance Committee Charter	MTA CFO
<b><u>December 2018</u></b>	
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	MTA Finance
Approval of Supplemental Resolutions Authorizing Refunding Bonds	MTA Finance
MTA and TBTA Reimbursement Resolutions for Federal Tax Purposes	MTA Treasury
Other:	
Draft 2019 Finance Committee Work Plan	MTA Div. Mgmt/Budget
Contract Change Order Report	MTA Proc., Agencies
<b><u>January 2019</u></b>	
Other:	
Special Report: Finance Department 2018 Year-End Review	MTA Finance
DRAFT MTA Financial Statements 3 <sup>rd</sup> Quarter for the Nine-Months Ended September 2018	MTA Comptroller
<b><u>February 2019</u></b>	
Action Items:	
2018 TBTA Operating Surplus	B&T/MTA
Mortgage Recording Tax – Escalation Payments to Dutchess, Orange and Rockland Counties	MTA Treasury, MTA Div. Mgmt/Budget
Other:	
February Financial Plan 2019-2022	MTA Div. Mgmt/Budget

## **March 2019**

### *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 2018  
Contract Change Order Report

MTA BSC  
MTA Proc., Agencies

## **DETAILS**

## **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 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.

### **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 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.

## **MARCH 2019**

*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.

# FinanceWatch

March 19, 2018

## **Ratings Action**

On March 12, 2018, S&P Global Ratings lowered its long-term rating on all outstanding MTA Transportation Revenue Bonds to A+ from AA-. S&P Global Ratings credit analyst Paul Dyson stated, “The lowered ratings reflect our assessment of MTA’s most recent estimates and forecasts and our calculation of potentially inadequate consolidated net debt service coverage for unaudited fiscal 2017, budgeted fiscal 2018, and forecast 2019, given rising operating expenses and debt service requirements without corresponding growth in gross revenues.”

## **Upcoming Transactions**

### **\$100,000,000 MTA Transportation Revenue Variable Rate Refunding Bonds, Subseries 2002D-2b**

In March 2018, MTA will effectuate a mandatory tender and remarket \$100 million of MTA Transportation Revenue Variable Rate Refunding Bonds, Subseries 2002D-2b because its current interest rate period is set to expire by its terms. A competitive method of sale will be used for this transaction. Nixon Peabody LLP and D. Seaton and Associates will serve as co-bond counsel and Public Resources Advisory Group and Backstrom McCarley Berry & Co., LLC will serve as co-financial advisors.

## **Fuel Hedging Program**

### **\$5,242,305 Diesel Fuel Hedge**

On February 28, 2018, MTA executed a 2,786,237 gallon ultra-low sulfur diesel fuel hedge with Goldman Sachs & Co./J Aron at an all-in price of \$1.882/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 February 2019 through January 2020.

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

**Debt Service  
February 2018**

(\$ in millions)

	<b>Adopted Budget</b>	<b>Actual</b>	<b>Variance</b>	<b>% Var</b>	<b>Explanation</b>
Dedicated Tax Fund:					
NYC Transit	\$34.0	\$33.1	\$0.9		
Commuter Railroads	6.9	6.9	0.0		
<b>Dedicated Tax Fund Subtotal</b>	<b>\$40.9</b>	<b>\$40.1</b>	<b>\$0.8</b>	<b>2.0%</b>	Lower than budgeted variable rates.
MTA Transportation Revenue:					
NYC Transit	\$78.4	\$82.4	(\$4.0)		
Commuter Railroads	51.4	52.4	(1.0)		
MTA Bus	1.7	0.0	1.7		
SIRTOA	0.1	0.0	0.1		
<b>MTA Transportation Revenue Subtotal</b>	<b>\$131.6</b>	<b>\$134.7</b>	<b>(\$3.1)</b>	<b>-2.4%</b>	Timing of BAN interest deposits for a BAN interest payment that is anticipated to be rolled, offset by lower than budgeted variable rates.
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)		
<b>2 Broadway COPs Subtotal</b>	<b>\$0.0</b>	<b>\$0.5</b>	<b>(\$0.5)</b>	<b>0.0%</b>	
TBTA General Resolution (2):					
NYC Transit	\$16.6	\$18.8	(\$2.2)		
Commuter Railroads	7.5	8.5	(1.0)		
Bridges & Tunnels	21.7	24.5	(2.7)		
<b>TBTA General Resolution Subtotal</b>	<b>\$45.9</b>	<b>\$51.8</b>	<b>(\$5.9)</b>	<b>-13.0%</b>	Timing of debt service deposits.
TBTA Subordinate (2):					
NYC Transit	\$5.5	\$4.9	\$0.6		
Commuter Railroads	2.5	2.2	0.3		
Bridges & Tunnels	2.1	1.9	0.2		
<b>TBTA Subordinate Subtotal</b>	<b>\$10.1</b>	<b>\$9.0</b>	<b>\$1.0</b>	<b>10.3%</b>	Lower than budgeted variable rates.
<b>Total Debt Service</b>	<b>\$228.4</b>	<b>\$236.2</b>	<b>(\$7.7)</b>	<b>-3.4%</b>	
Debt Service by Agency:					
NYC Transit	\$134.5	\$139.6	(\$5.1)		
Commuter Railroads	68.3	70.2	(1.9)		
MTA Bus	1.7	0.0	1.7		
SIRTOA	0.1	0.0	0.1		
Bridges & Tunnels	23.8	26.4	(2.6)		
MTAHQ	0.0	0.0	0.0		
<b>Total Debt Service</b>	<b>\$228.4</b>	<b>\$236.2</b>	<b>(\$7.7)</b>	<b>-3.4%</b>	

**Notes:**

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

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

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

Totals may not add due to rounding.

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

February 2018 Year-to-Date

(\$ in millions)

	<b>Adopted Budget</b>	<b>Actual</b>	<b>Variance</b>	<b>% Var</b>	<b>Explanation</b>
Dedicated Tax Fund:					
NYC Transit	\$68.0	\$66.7	\$1.3		
Commuter Railroads	13.8	14.0	(0.2)		
<b>Dedicated Tax Fund Subtotal</b>	<b>\$81.8</b>	<b>\$80.7</b>	<b>\$1.1</b>	<b>1.3%</b>	
MTA Transportation Revenue:					
NYC Transit	\$156.8	\$159.8	(\$3.0)		
Commuter Railroads	102.8	101.6	1.2		
MTA Bus	3.4	0.0	3.4		
SIRTOA	0.2	0.0	0.2		
<b>MTA Transportation Revenue Subtotal</b>	<b>\$263.2</b>	<b>\$261.4</b>	<b>\$1.8</b>	<b>0.7%</b>	
2 Broadway COPs:					
NYC Transit	\$0.0	\$0.7	(\$0.7)		
Bridges & Tunnels	0.0	0.1	(0.1)		
MTA HQ	0.0	0.0	0.0		
Commuter Railroads	0.0	0.2	(0.2)		
<b>2 Broadway COPs Subtotal</b>	<b>\$0.0</b>	<b>\$1.1</b>	<b>(\$1.1)</b>	<b>0.0%</b>	
TBTA General Resolution (2):					
NYC Transit	\$33.2	\$34.1	(\$0.9)		
Commuter Railroads	15.1	15.5	(0.4)		
Bridges & Tunnels	43.4	44.4	(0.9)		
<b>TBTA General Resolution Subtotal</b>	<b>\$91.7</b>	<b>\$94.0</b>	<b>(\$2.3)</b>	<b>-2.5%</b>	Timing of debt service deposits.
TBTA Subordinate (2):					
NYC Transit	\$11.0	\$9.0	\$2.0		
Commuter Railroads	5.0	4.1	0.9		
Bridges & Tunnels	4.2	3.4	0.7		
<b>TBTA Subordinate Subtotal</b>	<b>\$20.1</b>	<b>\$16.5</b>	<b>\$3.6</b>	<b>18.0%</b>	Lower than budgeted variable rates.
<b>Total Debt Service</b>	<b>\$456.9</b>	<b>\$453.7</b>	<b>\$3.2</b>	<b>0.7%</b>	
Debt Service by Agency:					
NYC Transit	\$269.0	\$270.5	(\$1.4)		
Commuter Railroads	136.7	135.4	1.3		
MTA Bus	3.4	0.0	3.4		
SIRTOA	0.2	0.0	0.2		
Bridges & Tunnels	47.6	47.9	(0.3)		
MTAHQ	0.0	0.0	0.0		
<b>Total Debt Service</b>	<b>\$456.9</b>	<b>\$453.7</b>	<b>\$3.2</b>	<b>0.7%</b>	

**Notes:**

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

Totals may not add due to rounding.

**METROPOLITAN TRANSPORTATION AUTHORITY  
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	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
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%	1.05%	-0.03%	1.08%	0.00%	1.07%	-0.01%	1.04%	-0.04%	1.04%	-0.04%
2/7/2018	0.98%	1.04%	0.06%	0.98%	0.00%	0.98%	0.00%	0.93%	-0.05%	0.94%	-0.04%
2/14/2018	1.00%	0.95%	-0.05%	1.00%	0.00%	1.03%	0.03%	0.96%	-0.04%	1.00%	0.00%
2/21/2018	1.09%	1.00%	-0.09%	1.09%	0.00%	1.13%	0.04%	1.08%	-0.01%	1.07%	-0.02%
2/28/2018	1.09%	1.10%	0.01%	1.10%	0.01%	1.13%	0.04%	1.94%	0.85%	1.08%	-0.01%

**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	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
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%
2/7/2018	0.98%	0.94%	-0.04%	0.93%	-0.05%	1.02%	0.04%	0.97%	-0.01%
2/14/2018	1.00%	0.99%	-0.01%	0.98%	-0.02%	1.04%	0.04%	0.99%	-0.01%
2/21/2018	1.09%	1.06%	-0.03%	1.05%	-0.04%	1.13%	0.04%	1.09%	0.00%
2/28/2018	1.09%	1.11%	0.02%	1.09%	0.00%	1.13%	0.04%	1.09%	0.00%

**TBTA General Revenue Bonds**

Issue		TBTA 2005B-3	
Remarketing Agent		Morgan Stanley	
Liquidity Provider		Tokyo Mitsubishi	
Liquidity/Insurer		LoC	
Par Outstanding (\$m)		191.30	
Swap Notional (\$m)		191.30	
Date	SIFMA	Rate	Spread to SIFMA
1/24/2018	1.16%	1.10%	-0.06%
1/31/2018	1.08%	1.08%	0.00%
2/7/2018	0.98%	1.01%	0.03%
2/14/2018	1.00%	1.04%	0.04%
2/21/2018	1.09%	1.07%	-0.02%
2/28/2018	1.09%	1.17%	0.08%

Issue		TBTA 2001B	TBTA 2001C		
Remarketing Agent		Citigroup	Morgan Stanley		
Liquidity Provider		State Street	Tokyo Mitsubishi		
Liquidity/Insurer		LoC	LoC		
Par Outstanding (\$m)		117.81	117.80		
Swap Notional (\$m)		None	None		
Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
1/23/2018	1.16%	1.07%	-0.09%	1.10%	-0.06%
1/30/2018	1.08%	1.02%	-0.06%	1.08%	0.00%
2/6/2018	0.98%	0.92%	-0.06%	1.01%	0.03%
2/13/2018	1.00%	0.96%	-0.04%	1.04%	0.04%
2/20/2018	1.09%	1.03%	-0.06%	1.07%	-0.02%
2/27/2018	1.09%	1.06%	-0.03%	1.17%	0.08%

Issue		TBTA 2005A	TBTA SUB 2013D-2a	TBTA SUB 2013D-2b			
Remarketing Agent		TD Securities	BofA Merrill	BofA Merrill			
Liquidity Provider		TD Bank	BofA Merrill	BofA Merrill			
Liquidity/Insurer		LoC	LoC (Taxable)	LoC (Taxable)			
Par Outstanding (\$m)		118.68	58.02	90.45			
Swap Notional (\$m)		23.23	None	None			
Outstanding (\$m)	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
1/23/2018	1.16%	1.15%	-0.01%	1.55%	0.39%	1.55%	0.39%
1/30/2018	1.08%	1.05%	-0.03%	1.55%	0.47%	1.55%	0.47%
2/6/2018	0.98%	0.95%	-0.03%	1.55%	0.57%	1.55%	0.57%
2/13/2018	1.00%	1.01%	0.01%	1.55%	0.55%	1.55%	0.55%
2/20/2018	1.09%	1.08%	-0.01%	1.60%	0.51%	1.60%	0.51%
2/27/2018	1.09%	1.08%	-0.01%	1.60%	0.51%	1.60%	0.51%

Report Date 3/2/2018

**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
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%
2/7/2018	0.98%	1.56%	0.58%	1.48%	0.50%	1.43%	0.45%	1.56%	0.58%
2/14/2018	1.00%	1.58%	0.58%	1.50%	0.50%	1.45%	0.45%	1.58%	0.58%
2/21/2018	1.09%	1.67%	0.58%	1.59%	0.50%	1.54%	0.45%	1.67%	0.58%
2/28/2018	1.09%	1.67%	0.58%	1.59%	0.50%	1.54%	0.45%	1.67%	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
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%
2/7/2018	0.98%	1.88%	0.90%	1.93%	0.95%	1.98%	1.00%
2/14/2018	1.00%	1.90%	0.90%	1.95%	0.95%	2.00%	1.00%
2/21/2018	1.09%	1.99%	0.90%	2.04%	0.95%	2.09%	1.00%
2/28/2018	1.09%	1.99%	0.90%	2.04%	0.95%	2.09%	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
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%
2/7/2018	0.98%	1.43%	0.45%	1.56%	0.58%	1.35%	0.37%	1.43%	0.45%
2/14/2018	1.00%	1.45%	0.45%	1.58%	0.58%	1.37%	0.37%	1.45%	0.45%
2/21/2018	1.09%	1.54%	0.45%	1.67%	0.58%	1.46%	0.37%	1.54%	0.45%
2/28/2018	1.09%	1.54%	0.45%	1.67%	0.58%	1.46%	0.37%	1.54%	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
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%
2/7/2018	0.98%	1.33%	0.35%	1.42%	0.44%
2/14/2018	1.00%	1.35%	0.35%	1.44%	0.44%
2/21/2018	1.09%	1.44%	0.35%	1.53%	0.44%
2/28/2018	1.09%	1.44%	0.35%	1.53%	0.44%

Report Date 3/2/2018

**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
1/24/2018	1.08%	1.65%	0.57%	1.76%	0.68%	1.68%	0.60%
1/31/2018	1.08%	1.66%	0.57%	1.77%	0.68%	1.68%	0.60%
2/7/2018	1.09%	1.66%	0.57%	1.77%	0.68%	1.69%	0.60%
2/14/2018	1.09%	1.66%	0.57%	1.77%	0.68%	1.69%	0.60%
2/21/2018	1.09%	1.66%	0.57%	1.77%	0.68%	1.69%	0.60%
2/28/2018	1.09%	1.66%	0.57%	1.77%	0.68%	1.69%	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
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%	1.88%	0.82%	1.61%	0.55%
2/7/2018	1.06%	1.54%	0.48%	1.88%	0.82%	1.61%	0.55%
2/14/2018	1.06%	1.54%	0.48%	1.88%	0.82%	1.61%	0.55%
2/21/2018	1.06%	1.54%	0.48%	1.88%	0.82%	1.61%	0.55%
2/28/2018	1.06%	1.54%	0.48%	1.88%	0.82%	1.61%	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
1/24/2018	1.05%	1.35%	0.30%	1.75%	0.70%	1.60%	0.55%
1/31/2018	1.05%	1.36%	0.30%	1.76%	0.70%	1.60%	0.55%
2/7/2018	1.06%	1.36%	0.30%	1.76%	0.70%	1.61%	0.55%
2/14/2018	1.06%	1.36%	0.30%	1.76%	0.70%	1.61%	0.55%
2/21/2018	1.06%	1.36%	0.30%	1.76%	0.70%	1.61%	0.55%
2/28/2018	1.06%	1.36%	0.30%	1.76%	0.70%	1.61%	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
1/24/2018	1.05%	1.75%	0.70%	1.45%	0.40%	1.63%	0.58%
1/31/2018	1.05%	1.76%	0.70%	1.46%	0.40%	1.64%	0.58%
2/7/2018	1.06%	1.76%	0.70%	1.46%	0.40%	1.64%	0.58%
2/14/2018	1.06%	1.76%	0.70%	1.46%	0.40%	1.64%	0.58%
2/21/2018	1.06%	1.76%	0.70%	1.46%	0.40%	1.64%	0.58%
2/28/2018	1.06%	1.76%	0.70%	1.46%	0.40%	1.64%	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
1/24/2018	1.05%	1.40%	0.35%	1.55%	0.50%
1/31/2018	1.05%	1.40%	0.35%	1.56%	0.50%
2/7/2018	1.06%	1.41%	0.35%	1.56%	0.50%
2/14/2018	1.06%	1.41%	0.35%	1.56%	0.50%
2/21/2018	1.06%	1.41%	0.35%	1.56%	0.50%
2/28/2018	1.06%	1.41%	0.35%	1.56%	0.50%

Report Date 3/2/2018

**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
2/21/2018	0.90%	1.13%	0.23%	1.06%	0.16%	1.07%	0.17%	1.07%	0.17%
2/22/2018	0.90%	1.13%	0.23%	1.11%	0.21%	1.09%	0.19%	1.09%	0.19%
2/23/2018	0.90%	1.17%	0.27%	1.15%	0.25%	1.11%	0.21%	1.11%	0.21%
2/24/2018	0.90%	1.17%	0.27%	1.15%	0.25%	1.11%	0.21%	1.11%	0.21%
2/25/2018	0.90%	1.17%	0.27%	1.15%	0.25%	1.11%	0.21%	1.11%	0.21%
2/26/2018	0.90%	1.16%	0.26%	1.16%	0.26%	1.11%	0.21%	1.11%	0.21%
2/27/2018	0.90%	1.13%	0.23%	1.16%	0.26%	1.11%	0.21%	1.11%	0.21%
2/28/2018	0.85%	1.11%	0.26%	1.16%	0.31%	1.11%	0.26%	1.11%	0.26%
3/1/2018	0.85%	1.12%	0.27%	1.10%	0.25%	1.06%	0.21%	1.06%	0.21%
3/2/2018	0.85%	1.10%	0.25%	1.04%	0.19%	1.03%	0.18%	1.03%	0.18%

**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		TD Securities	
Liquidity Provider		Helaba		BofA Merrill		Citibank		TD Bank	
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
2/21/2018	0.90%	1.16%	0.26%	1.09%	0.19%	1.04%	0.14%	1.06%	0.16%
2/22/2018	0.90%	1.16%	0.26%	1.08%	0.18%	1.04%	0.14%	1.07%	0.17%
2/23/2018	0.90%	1.16%	0.26%	1.06%	0.16%	1.04%	0.14%	1.09%	0.19%
2/24/2018	0.90%	1.16%	0.26%	1.06%	0.16%	1.04%	0.14%	1.09%	0.19%
2/25/2018	0.90%	1.16%	0.26%	1.06%	0.16%	1.04%	0.14%	1.09%	0.19%
2/26/2018	0.90%	1.16%	0.26%	1.08%	0.18%	1.07%	0.17%	1.09%	0.19%
2/27/2018	0.90%	1.14%	0.24%	1.13%	0.23%	1.07%	0.17%	1.10%	0.20%
2/28/2018	0.85%	1.14%	0.29%	1.11%	0.26%	1.06%	0.21%	1.10%	0.25%
3/1/2018	0.85%	1.09%	0.24%	1.03%	0.18%	1.03%	0.18%	1.06%	0.21%
3/2/2018	0.85%	1.04%	0.19%	1.01%	0.16%	1.03%	0.18%	1.00%	0.15%

Report Date 3/2/2018

MTA DEBT OUTSTANDING (\$ in Millions)

3/2/2018

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 <sup>1</sup>	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	3.94	
		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	4.34	
		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	2.98	
		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	1.89	
		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	4.16	
		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	3.03		
	2015A	1/22/2015	11/15/2045	850.000	555.780	250.000	-	805.780	2.90		
	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	1.19		
	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	3.37		
									WATIC		
TBTA General Revenue Bonds (Aa3/AA-/AA-/AA)		2001B	12/19/01	1/1/2032	148.200	-	107.280	-	107.280	1.81	
		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)

3/2/2018

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 <sup>1</sup>	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	
<b>TBTA Subordinate Revenue Bonds (A1/A+/A+/AA-)</b>		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	
<b>MTA Dedicated Tax Fund Bonds (NAF/AA/AA/NAF)</b>		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	
				<b>All MTA Total</b>	<b>52,279.032</b>	<b>32,681.962</b>	<b>2,268.265</b>	<b>2,297.235</b>	<b>37,247.462</b>	<b>3.39</b>	
<b>State Service Contract Bonds (AA/AA)</b>		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	
<b>MTA Special Obligation Bonds Aaa</b>		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	
<b>MTA Hudson Rail Yards Trust Obligations<sup>2</sup> (A2/NAF/NAF/A-)</b>		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	
				<b>Grand Total</b>	<b>56,080.577</b>	<b>34,051.587</b>	<b>2,268.265</b>	<b>2,297.235</b>	<b>38,617.087</b>	<b>3.41</b>	

Notes

- (1) Fixed Rate TICs calculated as of issuance of Fixed Rate Bonds. Floating Rate TICs calculated from inception including fees. Any Unhedged Variable Rate Bonds that have been fixed to maturity are carried at the new Fixed Rate TIC. Synthetic Fixed Rate TICs include average swap rates plus current variable rate fees and estimated basis adjustments for life of swap. Synthetic Fixed Rate TICs do not include benefit of any upfront payments received by MTA. Variable Rate TICs include average remarketed plus current variable rate fees.
- (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%.

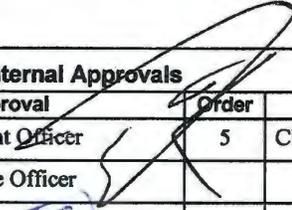
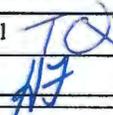
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# Staff Summary

<b>Subject</b> 2017 Annual Procurement Report
<b>Department</b> Executive
<b>Department Head Name</b> Phillip Eng
<b>Department Head Signature</b> 
<b>Division Head Name</b> Wael Hibri 

<b>Date</b> March 7, 2018
<b>Vendor Name</b> Various
<b>Contract Number</b> Various
<b>Contract Manager Name</b>
<b>Table of Contents Ref #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance	3/19/18	X		
2	Board	3/21/18	X		

Internal Approvals			
Order	Approval	Order	Approval
1	Chief Procurement Officer 	5	CFO 
2	Chief Compliance Officer		
3	General Counsel 		
4	Chief of Staff 		

**Purpose:**

To authorize the filing with the State of New York of the annual MTA All-Agency Procurement report for the period January 1, 2017- December 31, 2017 as required under Section 2879 of the Public Authorities Law ("PAL").

This report includes the following required material:

1. Contracts awarded in 2017 as prepared by each agency with payments made in 2017 as prepared by each agency and
2. Contracts awarded prior to 2017 as prepared by each agency with payments made in 2017 as prepared by each agency.

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

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

# FINANCE COMMITTEE CONTRACT CHANGE ORDER REPORT - 4th Quarter (Oct-Dec 2017)

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

Agency	Contract Number	Contract Description	Base Contract Value**	Prior Modifications Value	Current Change Order Value	Percentage of Current Change Order Value to Base Contract Value	Change Order Number	Date of Change Order Award	Change Order Description
NYCT	B-40642	Purchase of Intelligent Vehicle Network (IVN) Equipment	<b><u>\$1,021,180.00</u></b>	\$27,605,537	\$618,622	60.58%	11	12/21/2017	Upgrade the IVN GPS Chipset and Memorialize Pricing For Repairs
NYCT	R-81198	Consulting Services for the R160 Subway Car Contract (R34160)	\$52,728,617.00	33936875	\$300,000.00	0.57%	N/A	12/19/2017	Budget Adjustment for the Consultant Services for the Enhancement Program under Contract R34160
NYCT	04F8952	Paratransit Scheduling System	\$1,044,720	30336467	\$749,000	71.70%	N/A	11/15/2017	Budget Adjustment for e-Hail Front End Project for Paratransit
MTA B&T	15-ISD-2943	Maintenance & Administration of Electronic Security System	2181400	0	301200	0.138076465	1	43060	Increase security demands due to the implementation of License Plate Reader project
MTA B&T	14-MNT-2933	Automotive Body Repair for Light, Medium and Heavy Duty Vehicles	481550	0	110000	0.228429031	1	43013	Expansion of B&T's fleet in conjunction with operational changes
MTA B&T	12-MNT-2895	Preventive Maintenance and Repair of Emergency Generators	518260	180150	106000	0.204530545	5	43031	Costs associated with rental generators to cover work on the Open Road Tolling (ORT) Systems
MTA B&T	PO 3000001551	Recruitment, Classified and Legal Advertising Services	55250	0	95000	1.719457014	1	43032	Funding to Support One Year Contract Extension
MTA B&T	13-MNT-2911	Placement and Removal of Traffic Pavement Markings at Various Authority Facilities	983162.5	216300	225000	0.228853318	2	43046	Additional Funding to support construction and ORT traffic changes
MTA HQ	PO3000002470	Oracle Mobile Cloud Services	61425	112776	206154	3.356190476	2	43031	Extended services through August 9, 2018 and added more mobile cloud services for the Collisions Accidents Reporting System (CARS) application at B&T and Right Now, Unified Timekeeping System (UTS) & Unified General Order System (UGOS) applications at NYCT.
MTA HQ	15-TD-2947X	Oracle Form Modernization Project	106500	157000	97477.4	0.915280751	2	43032	Provided Oracle Form Modernization utilizing AuraPlayer software, extended the period of performance through August 17, 2018.

\*\* Including any exercised options

**CPOC COMMITTEE CONTRACT CHANGE ORDER REPORT\* - 4th Quarter 2017**  
**(FOR INFORMATION ONLY)**

Agency	Contract Number	Contract Description	Base Contract Value**	Prior Modifications Value	Current Change Order Value	Percentage of Current Change Order Value to Base Contract Value	Change Order Number	Date of Change Order Award	Change Order Description
MTA B&T	BB-28S	Sandy Restoration and Projects BB-28/BB-54, Rehabilitation of the Tunnel and Brooklyn Plaza at the Hugh L. Carey Tunnel	\$282,454,276	\$56,096,552	\$623,792	0.22%	18	10/12/2017	Provide all labor, material and equipment deemed necessary to route Governors Island Ventilation Building (GIVB) pump feeder cable and remove/completely replace the existing GIVB heat trace panel.
MTA B&T	03-TD-2664	Provide Comprehensive Maintenance of the Authority's PBX System	\$575,172	\$1,226,421	\$150,000	26.08%	26	11/20/2017	Acquisition and installation of a new PBX system for the new Command and Control Center.
MTA B&T	MP-03/MP-16	Electrical and Mechanical Rehabilitation, Friction Mitigation, Miscellaneous Steel Repairs, Painting and Fire Standpipe Installation at the Marine Park-Gil Hodges Memorial Bridge	\$98,500,000	\$23,575,919	\$410,954	0.42%	8	12/7/2017	Provide all labor, material and equipment and superintendence deemed necessary to replace the riser cable system for the north and south towers due to the deterioration of the existing cable.
LIRR	6229	D/B Services for Main Line Second Track Ronkonkoma Branch Phase II	\$55,015,000	\$9,099,664	\$721,982	1.31%	6	12/14/2017	Brentwood Freight Siding Track Bed
LIRR	6121	D/B Services for the Reconfiguration of Johnson Ave Yard	\$25,796,000	\$2,031,717	\$498,725	1.93%	6	10/4/2017	Utility System Modifications
MTACC	CM014B	GCT Concourse and Facilities Fit-Out	\$428,900,000	\$17,197,728	\$265,000	0.06%	95	10/25/2017	335 Madison Avenue Wall Demolition
MTACC	CM014B	GCT Concourse and Facilities Fit-Out	\$428,900,000	\$17,462,728	\$598,633	0.14%	105	12/18/2017	Elevator EL-13 Pit Elevation
MTACC	CS179	Systems Facilities Package No. 1	\$333,588,000	\$144,166,794	\$500,000	0.15%	64	11/22/2017	Specification Section 01835 - Interim Maintenance Equipment List Revision
MTACC	C-26009	Second Avenue Subway - Track, Signal, Traction Power, and Communications Systems in the Borough of Manhattan	\$261,900,000	\$29,248,148	\$296,000	0.11%	176	10/18/2017	Additional Power Panels and Data Cables in the Escalator/Elevator Machine Rooms at the 72nd, 86th, and 96Th Street Stations
MTACC	C-26010	Second Avenue Subway - 96th Street Station Finishes and MEP Systems in the Borough of Manhattan	\$324,600,000	\$62,895,755	\$275,000	0.08%	302	12/22/2017	Pre-Revenue Miscellaneous Electrical Changes
MTACC	C-26011	Second Avenue Subway - 72nd Street Station Finishes, Borough of Manhattan	\$258,353,000	\$65,487,064	\$266,000	0.10%	254	11/21/2017	Sidewalk and Curb Tinting
MTACC	C-26011	Second Avenue Subway - 72nd Street Station Finishes, Borough of Manhattan	\$258,353,000	\$63,023,304	\$468,500	0.18%	271	11/21/2017	DEP Water Main Design Changes

**CPOC COMMITTEE CONTRACT CHANGE ORDER REPORT\* - 4th Quarter 2017**  
**(FOR INFORMATION ONLY)**

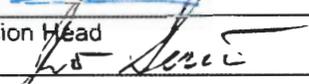
Agency	Contract Number	Contract Description	Base Contract Value**	Prior Modifications Value	Current Change Order Value	Percentage of Current Change Order Value to Base Contract Value	Change Order Number	Date of Change Order Award	Change Order Description
MTACC	C-26011	Second Avenue Subway - 72nd Street Station Finishes, Borough of Manhattan	\$258,353,000	\$64,419,856	\$272,500	0.11%	353	10/18/2017	Resolution of Claim: Conduit Changes at the Tunnel Ventilation Fan and Control Rooms at Ancillary 1 and 2
MTACC	C-26012	Second Avenue Subway - 86th Street Station Finishes in the Borough of Manhattan	\$208,376,000	\$10,640,626	\$330,000	0.16%	128	10/5/2017	Changes for Additional Water Utilities on Second Avenue
MTACC	C-26012	Second Avenue Subway - 86th Street Station Finishes in the Borough of Manhattan	\$208,376,000	\$11,351,581	\$500,000	0.24%	162	10/2/2017	Additional Backup Cooling for Communication Rooms and Inergen-related Ductwork Changes
MTACC	C-26012	Second Avenue Subway - 86th Street Station Finishes in the Borough of Manhattan	\$208,376,000	\$35,342,491	\$315,000	0.15%	163	10/16/2017	Architectural Finish Repair, Station Arch with Coffered Ribs CIP Concrete
NYCT	A-36622A	Enhanced Station Initiative Package 1 - Three Stations on Fourth Avenue Line	\$72,121,000	\$286,520	\$349,818	0.49%	1	12/7/2017	Furnish only LCD Customer Information Signs
NYCT	W-32785	Furnish and Install PACIS Systems at 21 Flushing IRT Stations, ISM B Module 2	\$31,768,000	\$441,500	\$490,000	1.54%	2	12/22/2017	Advanced Train Arrival Work for the Group B (10 stations)
NYCT	T-80276	St. George Interlocking in the Borough of Staten Island	\$79,449,000	\$4,006,190	\$430,000	0.54%	15	12/22/2017	Platform 5 Reconstruction
NYCT	S-32773	Signal System Modernization of the Dyre Avenue Line	\$125,336,268	\$1,934,347	\$640,000	0.51%	34	10/24/2017	Remove, Protect, and Reinstall Signal Equipment after Installation of New Track Panels
NYCT	A-46010/11/12/13/14/15/16/ A-36892	Renewal of Seven Stations and Component Repair of Kings Highway and Avenue N Stations - Culver Line in the Borough of Brooklyn	\$80,770,000	\$8,117,501	\$340,000	0.42%	86	12/18/2017	Replacement of Cross Braces and Gusset Plates Under Canopy Columns in Station Platforms
NYCT	A-37593	Rehabilitation of the South Ferry Terminal Complex in the Borough of Manhattan	\$193,800,000	\$11,946,293	\$545,000	0.28%	125	10/24/2017	Grouting of Leaks at Whitehall Concourse

No items for MNR

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

\*\* Including any exercised options

# Staff Summary

Subject MTA Prompt Payment Annual Report 2017
Department Business Service Center
Department Head Name Wael Hibri
Department Head Signature 
Project Manager/Division Head Jim Sirna 

Date February 20 <sup>th</sup> , 2018
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Comm.	3/19/18		X	
2	Board	3/21/18		X	

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

**Purpose:**

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

**Discussion:**

The Prompt Payment Legislation, implemented in April, 1988 requires that the Authority must pay amounts due under its contracts within 30 days of the receipt of a proper invoice or the receipt of the goods or services, whichever is later. When payment of a proper invoice is delayed beyond the allotted time, the agency must pay interest at the rate set forth by the New York State Commission of Taxation and Finance which is currently at 8.0%, if such interest payment exceeds a ten dollars threshold.

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

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

For the current period, the total amount of prompt payment interest paid, Agency-wide is \$51,706 on a total invoice value paid of \$11,806,025,995. This is 10.1% decrease in the amount of prompt payment interest compared to the 2016 amount paid.

The principal reason for the late payments is as follows:

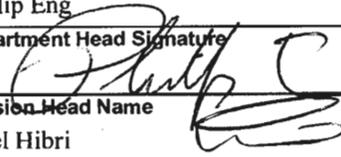
- 1) Public works (Capital) related invoices are approved in a capital system outside of the PeopleSoft environment. On occasion (0.0047%) invoices are not remitted timely to PeopleSoft for payment.

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

Enclosed is a copy of the Annual Prompt Payment Report for 2017, which will be filed by the MTA in accordance with the legislation requirement.

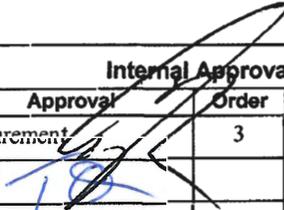
<b>MTA AND CONSTITUENT AGENCIES ANALYSIS OF 2017 TOTAL PAYMENTS</b>						
	<b>TOTAL NUMBER OF INVOICES PAID</b>	<b>TOTAL VALUE OF INVOICES PAID</b>	<b>NUMBER OF INTEREST INVOICES PAID</b>	<b>VALUE OF INTEREST INVOICES PAID</b>	<b>PERCENTAGE FOR NUMBER OF INTEREST INVOICES PAID</b>	<b>PERCENTAGE FOR VALUE OF INTEREST INVOICES PAID</b>
LIRR	47,139	679,198,385	-	-	0.0000%	0.0000%
MNR	51,482	607,837,528	-	-	0.0000%	0.0000%
MTA	44,489	6,716,423,997	21	51,706	0.0472%	0.0008%
LIB	1,149	6,699,369	-	-	0.0000%	0.0000%
NYCTA	234,289	3,362,085,581	-	-	0.0000%	0.0000%
SIRTOA	2,579	27,589,397	-	-	0.0000%	0.0000%
B & T	10,144	168,201,620	-	-	0.0000%	0.0000%
BUS	59,890	237,990,118	-	-	0.0000%	0.0000%
<b>TOTALS</b>	<b>451,161</b>	<b>11,806,025,995</b>	<b>21</b>	<b>51,706</b>	<b>0.0047%</b>	<b>0.0004%</b>
<b>MTA AND CONSTITUENT AGENCIES ANALYSIS OF 2016 TOTAL PAYMENTS</b>						
	<b>TOTAL NUMBER OF INVOICES PAID</b>	<b>TOTAL VALUE OF INVOICES PAID</b>	<b>NUMBER OF INTEREST INVOICES PAID</b>	<b>VALUE OF INTEREST INVOICES PAID</b>	<b>PERCENTAGE FOR NUMBER OF INTEREST INVOICES PAID</b>	<b>PERCENTAGE FOR VALUE OF INTEREST INVOICES PAID</b>
LIRR	67,488	614,110,700	-	-	0.0000%	0.0000%
MNR	55,411	627,515,338	-	-	0.0000%	0.0000%
MTA	41,985	5,869,943,547	21	57,514	0.0500%	0.0010%
LIB	1,463	9,282,799	-	-	0.0000%	0.0000%
NYCTA	445,629	3,254,522,929	-	-	0.0000%	0.0000%
SIRTOA	2,552	21,701,140	-	-	0.0000%	0.0000%
B & T	8,616	160,467,752	-	-	0.0000%	0.0000%
BUS	62,963	216,643,103	-	-	0.0000%	0.0000%
<b>TOTALS</b>	<b>686,107</b>	<b>10,774,187,309</b>	<b>21</b>	<b>57,514</b>	<b>0.0031%</b>	<b>0.0005%</b>

# Staff Summary

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

<b>Date</b> March 7, 2018
<b>Vendor Name</b> Various
<b>Contract Number</b> Various
<b>Contract Manager Name</b> Various
<b>Table of Contents Ref #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance	3/19/2018	X		
2	Board	3/21/2018	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	6	\$ 3,966,217
Schedule H: Modification to Personal Service/Miscellaneous Service Contracts	1	\$ 3,796,506
<b>SUBTOTAL</b>	<b>7</b>	<b>\$ 7,762,723</b>

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

Schedule K: Ratification of Completed Procurement Actions	10	\$ 94,698,511
<b>TOTAL</b>	<b>17</b>	<b>\$102,461,234</b>

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

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

## BOARD RESOLUTION

### METROPOLITAN TRANSPORTATION AUTHORITY

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

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

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

NOW, the Board resolves as follows:

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

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

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

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

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

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

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

**LIST OF PROCUREMENTS FOR BOARD APPROVAL, MARCH 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 Babylon Branch** · A&D to provide technical design, fabrication, crating, storage, delivery and oversight of installation of materials at the station specified below:

Competitively negotiated - 164 proposals - 16 months.  
Dan Funderburgh, Bellmore, LIRR (\$150,000)

- 2-3. **A&D projects at two MNR Stations on the Harlem and New Haven Lines** – A&D to provide technical design, fabrication, crating, storage, delivery and oversight of installation of materials at the stations specified below:

Competitively negotiated – Contract Extensions - 18 months.  
Alison Saar, Harlem-125<sup>th</sup>, MNR (\$193,000)  
Bernard Greenwald, Port Chester, MNR (\$203,000)

- 4-5. **A&D projects at two NYCT Subway Stations on the Grand Concourse Line** – A&D to provide technical design, fabrication, crating, storage, delivery and oversight of installation of materials at the stations specified below:

Competitively negotiated - 39 proposals - 16 months.  
Rico Gatson (Aunrico Gatson), 167th Street Station, NYCT (\$350,000)  
Roy Secord, 174-175th Street Station, NYCT (\$350,000)

- |    |   |                                       |                                      |
|----|---|---------------------------------------|--------------------------------------|
| 6. | <b>PricewaterhouseCoopers LLP<br/>Pension Phase II Independent Validation<br/>&amp; Verification (IV&amp;V)<br/>Contract No. 0009000004</b> | <b>\$2,720,217</b><br>(not-to-exceed) | <b><u>Staff Summary Attached</u></b> |
|----|---|---------------------------------------|--------------------------------------|

Competitively negotiated 2 proposals 30 months  
To obtain Board approval to award a competitively negotiated personal service contract to PricewaterhouseCoopers Public Sector, LLP (“PwC Public Sector”) for Independent Verification and Validation (“IV&V”) services for the Pension PeopleSoft Phase II Implementation to upgrade the MTA’s Financial and Human Resources Systems. Pricing is deemed 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.)

- |    |  |  |                                      |
|----|--|--|--------------------------------------|
| 7. | <b>HILO Equipment &amp; Services, LLC<br/>Preventive Maintenance On Material<br/>Handling Equipment<br/>Contract No. #060*10040, SA #3</b> | <b>\$ 3,796,506</b><br>(not-to-exceed) | <b><u>Staff Summary Attached</u></b> |
|----|--|--|--------------------------------------|

Base plus previous change orders = \$8,846,758

Board approval is requested for an amendment that will add funding to a previously Board-approved, multi-agency, competitively awarded contract with HILO Material Handling Group (HILO). This amendment will provide for continued preventive maintenance and remedial repairs of material handling equipment for LIRR, NYCT, and SIRTOA through January 31, 2020.

# Staff Summary

## Schedule F: Personal Service Contracts

<b>Item Number:</b>						<b>SUMMARY INFORMATION</b>	
<b>Dept &amp; Dept Head Name:</b> Business Service Center (BSC) / Wael Hibri						<b>Vendor Name:</b> PricewaterhouseCoopers Public Sector, LLP	
<b>Division &amp; Division Head Name:</b> BSC Office of Enterprise Applications / Patricia Courtney						<b>Contract Number:</b> 0009000004	
<b>Description:</b> Pension Phase II Independent Validation & Verifications (IV&V)						<b>Total Amount:</b> \$2,720,217 (not to exceed)	
<b>Board Reviews</b>						<b>Contract Term (including Options, if any):</b> March 22, 2018 through September 22, 2020	
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>	<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
1	Finance	3/19/18	X			<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
2	Board	3/21/18	X			<b>Procurement Type:</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Internal Approvals</b>						<b>Solicitation Type:</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: [e.g., Ride -- Contract]	
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>				
1	Procurement	4	Legal				
2	Business Service Center	5	CFO				
3	DDCR						
<b>Narrative</b>						<b>Funding Source:</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

**I. PURPOSE/RECOMMENDATION**

To obtain Board approval to award a competitively negotiated personal service contract to PricewaterhouseCoopers Public Sector, LLP ("PwC Public Sector") for Independent Verification and Validation ("IV&V") services for the Pension PeopleSoft Phase II Implementation to upgrade the MTA's Financial and Human Resources Systems. The proposed contract is for a term of 30 months beginning on or about April 1, 2018 at a total cost not to exceed \$2,720,217.

**II. DISCUSSION**

In 2011, as part of the MTA Shared Services consolidation, MTA Headquarters PeopleSoft Human Capital Management ("HCM") system data was converted from multiple legacy systems and moved to the MTA Business Service Center (BSC). In the first of a two phase project, the defined benefits pension plans' systems and data for LIB, LIRR, MNR and MTAHQ were consolidated within the BSC system during 2015 and 2016 as part of the 9.2 PeopleSoft Upgrade. Beginning 2018, Phase II pension plans will be converted and merged into the HCM PeopleSoft Pension Module from a legacy GEAC system, along with data from multiple other sources.

The BSC will engage an implementation supplier to perform this complex Pension Phase II Implementation through another contract. Here, the MTA is seeking a Quality Assurance Consultant (QAC) to ensure that the upgrades performed by the MTA and its implementator meet best practice and cover all requirements for the additional MTA entities including:

1. Manhattan and Bronx Surface Transit Operation Authority (MaBSTOA) -- includes and New York City Transit retiree supplemental payments
2. Staten Island Rapid Transit Operating Authority (SIRTOA)
3. MTA Bus
4. The Long Island Rail Road Closed Plan (LIRR Closed) -- a "limited scope pension plan" with limited data needs that will be required to support annual actuary valuation processing.

The QAC will advise and assist the BSC PMO in the identification, establishment, implementation and compliance with applicable Federal, State and MTA rules, regulations and requirements. These services include IV&V for the packaged software implementation and development and application configurations.

The Request for Proposals (RFP) was publicly advertised in November 2017 and letters advising potential proposers of the RFP's availability was sent to thirty-eight suppliers of which six were minority/women-owned business enterprises. Although the RFP deadline was extended to encourage competition, only two firms submitted proposals. Procurement conducted outreach and determined that other RFP registrants did not submit proposals because they lacked the required expertise and experience in public sector pensions PeopleSoft IV&V. The two proposers were invited for oral presentations.

The Selection Committee was comprised of seven representatives from multiple departments and included directors and managers with expertise in pensions, retirement benefits and analysis, audit, PeopleSoft and enterprise applications and development. The suppliers' proposals were evaluated based on expertise and experience in pension PeopleSoft IV&V, the project approach, methodology, resourcing and price. The committee found that PwC Public Sector demonstrated superior experience with public sector pension PeopleSoft IV&V best practices and leadership. PWC Public Sector provided a detailed project approach, methodology and sufficient staffing with this expertise. The other supplier's proposal only addressed a portion of the work scope in their proposal, lacked the resources needed to complete deliverables successfully and failed to demonstrate sufficient expertise and experience in leading public sector pension IV&V project management and delivery.

### Contract Cost and Terms

As a result of negotiations, the original proposal of \$3,230,861 submitted by PwC Public Sector was reduced to \$2,720,217 for a savings of \$510,644 or 15.8%. The total fee of \$2,720,217 was approximately 8% lower than the internal business unit cost estimate. The proposed fully-loaded hourly rates ranged from \$130 for Analyst to \$399 for Project Partner levels. The rates are inclusive of any expenses and will remain fixed for the duration of the 30 month project. While offering a much lower price (\$1,021,104), the other proposal omitted critical elements of the work scope including pension PeopleSoft IV&V project management methodology, expertise and public sector experience, all suggesting a troubling lack of understanding of what it would take to complete the project. The selection committee additionally determined that, with only two individual consultants assigned there was simply insufficient capacity to complete the project. As a result of these analyses, the PwC Public Sector negotiated fee is favorable, along with their rates that were compared to the rates recently and competitively awarded on New York State Department of Budget contracts with comparable staffing positions, titles, grade levels and years' experience.

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 (DDCR) has established 15% MBE, 15% WBE and 6% SDVOB goals on this contract. PricewaterhouseCoopers Public Sector, LLP submitted a MWBE utilization plan to achieve the 30% MWBE and 6% SDVOB goals on this contract. PricewaterhouseCoopers, LLP the parent which owns 99% of PricewaterhouseCoopers Public Sector, LLP has achieved its MWDBE goals on previously completed MTA contracts. There are no known procurements between the MTA and PricewaterhouseCoopers Public Sector, LLP.

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

The total cost for this contract will not exceed \$2,720,217. It will be funded by the MTA's operating budget.

### **V. ALTERNATIVES**

1. Perform services in-house. This alternative is not feasible, since performing this specialized project in-house would require full- and part-time employees, including associated overhead costs, which would not be cost effective. This project is managed best by an independent outside firm monitored closely by MTA staff. This alternative is not feasible or cost effective. MTA does not have staff with specialized expertise for these services.
2. Do not approve award - This would severely curtail MTA's ability to have independent validation and verification to support the implementation of the Pension Phase II PeopleSoft upgrade. This alternative is not recommended.

# Staff Summary

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



<b>Vendor Name (&amp; Location):</b> HILO Equipment & Services, LLC / formerly Hilo Maintenance Systems Inc. (Ronkonkoma, N.Y.)	<b>Contract Number:</b> #060*10040	<b>AWO/Modification #</b> 3
<b>Description:</b> Preventive Maintenance on Material Handling Equipment.	<b>Original Amount:</b> \$8,846,758	
<b>Contract Term (including Options, if any):</b> February 1, 2015 – January 31, 2020	<b>Prior Modifications:</b> \$ 0	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Prior Budgetary Increases:</b> \$	
<b>Procurement Type:</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<b>Current Amount:</b> \$ 8,846,758	
<b>Solicitation Type:</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	<b>This Request:</b> \$ 3,796,506	
<b>Funding Source:</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	<b>% of This Request to Current Amount:</b> 42.9%	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> System-Wide Contracts Management - Jacqueline Vega, Senior Director	<b>% of Modifications (including This Request) to Original Amount:</b> 42.9%	

**DISCUSSION:**

Board approval is requested for an amendment that will add funding in the amount of \$3,796,506 to a previously Board-approved, multi-agency, competitively awarded contract with HILO Material Handling Group (HILO). This amendment will provide for continued preventive maintenance and remedial repairs of material handling equipment for LIRR, NYCT, and SIRTOA through January 31, 2020.

The base contract was solicited through a Request for Proposals (RFP) and three proposers responded (HILO, Crown Lift Trucks, and Transervice Lease Corporation). Transervice withdrew its proposal due to their inability to meet the requirements outlined in the scope of work, and HILO was selected with prices that were overall 10.4% lower than those offered by Crown.

Since award of this contract in February 2015, various factors have increased expenditures including:

- Over 40% of NYCT’s approximately 1,100 units are over 10 years old, or double the industry standard useful life, thus raising the average monthly bill rate for this equipment from \$57k to \$87k per month. We note, however, that the replacement costs for the aging equipment would be over \$14 million, so it is generally more cost effective to repair rather than replace this equipment.
- The contract allows for purchases of industrial batteries, a component of the contract that was infrequently used under the prior agreement, during which only 75 batteries were purchased over 5 years. Nearly twice as many batteries came due for replacement over the first 34 months of this contract. The standard expected life for a battery is five (5) years.
- The Department of Subways Division of Car Equipment’s usage of this contract has more than doubled, from \$30K to \$62K monthly, due to increased use of repair services. Historically, DCE has performed a greater proportion of necessary repairs using in-house resources.
- NYC Transit has added 158 MHE units to its inventory since the award of this contract.

Two contract modifications have been approved to date but no funds were added because remaining funds were sufficient based on the average monthly spending at the time. The first modification reflected a contractually driven 2.74% increase fixed prices provided in the contract for the Top 100 High Usage Parts List, based on the Producers Price Index (PPI). The second modification was for LIRR to add a diesel engine in the maintenance and repair for the contract.

This modification additionally appends the current contract to add the Department of Buses/Support Fleet vehicles which was not part of the original award. The inventory list for this contract will be updated to include the material handling equipment currently utilized by the Department of Buses with an allocated amount of \$40,718.

The current minority goals for this contract are 20%, and DDCR is currently working with HILO to ensure that the goals for this contract are maintained. HILO will continue to utilize the billing rates established in the current contract. The additional funding only applies to NYCT. LIRR and SIRTOA do not require additional funding at this time.



# Staff Summary

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

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

<b>Contract Number:</b> Various	<b>Renewal?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No
<b>Total Amount:</b>	\$ 94,698,511
<b>Funding Source:</b> <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Chief Operating Officer, Phillip Eng	
<b>Contract Manager:</b> 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 using E.O. 168. 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 ten actions is \$ 94,698,511. One action is for MTAHQ for \$1,500,000 and nine actions are for NYC Transit for \$93,198,511. Eight of the nine NYC Transit actions were competitive.

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

1.

Agency	Award Date	Contractor	Description	Contract Number	Contract Amount	Solicitation Method
NYC Transit	01/18/2018	WSP USA Inc. (New York, NY)	Emergency Consultant Construction Management (CCM) Services per Executive Order No. 168	CM-1599	\$50,000,000 (Est.)	Non-competitive Task Order

**Discussion:**

WSP was awarded this Indefinite Quantity (“IQ”) task-order based contract CM-1599 based on an estimated amount of \$50,000,000 on January 18, 2018 for their work under the Subway Action Plan (“SAP”). WSP was selected to perform a major portion of the Consultant Construction Management (“CCM”) for designated work under the SAP. The CCM shall oversee the performance of construction contractors throughout the duration of the project including mobilization, commissioning, close-out activities, etc. during various efforts. As one of NYC Transit’s major CCM

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

consultants, WSP’s services were needed immediately to manage contractors performing critical electrical and signal work at various locations throughout the NYC Transit Subway. WSP has in-depth experience performing CCM on the complex Second Avenue Subway (“SAS”) project, as well as its satisfactory performance on other similar projects. WSP’s work on SAS involved overseeing complex installations including power, communications and signal work similar to the work being performed under the SAP. WSP, having worked on SAS, could be deployed to the work under the SAP thereby providing for a smooth and seamless transition. In addition, WSP has been awarded several current competitive IQ contracts to perform these types of services.

Payment for CCM services performed by WSP will be based on the titles and actual labor rates as certified by WSP and verified by NYC Transit. Negotiations were conducted and yielded lower overhead rates than MTA Audit has approved and are used on other current NYC Transit contracts with WSP. Listed below are three task orders that commenced in July 2017 that have been issued to WSP under CM-1599:

1. Task Order No. 1 (Emergency CCM Services for Signal Power Upgrades and Electrical Work) \$12,000,000. WSP will perform CCM and inspection services supporting Signal Power Upgrades, Automatic Transfer Panels (ATP) and replacement of associated electrical switches, conduits, and other infrastructure at various locations throughout NYC Transit’s Subway system.
2. Task Order No. 2 (Power and Reliability Upgrades Associated with NYC Transit Signal Systems) \$14,500,000. WSP will perform CCM and inspection services for the Signal Relay Rooms (SRR) and Electrical Distribution Rooms’ (EDR) power supply upgrades followed by CCM services and inspections of trackside equipment including interlockings.
3. Task Order No. 3 (System Wide Track Drainage Clean-Up) \$1,474,122. WSP will be engaged in coordination and planning services supporting the cleaning of drain lines between drain boxes throughout the NYC Transit Subway system. WSP will provide overall program and asset management while NYC Transit will retain other consultants for on-site inspections.

Additional task orders and revisions to existing tasks orders may be issued up to \$50,000,000.

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

### 2.

Agency	Award Date	Contractor	Description	Contract Number	Contract Amount	Solicitation Method
NYC Transit	01/24/2018	HAKS Engineers, Architects, and Land Surveyors, P.C. (New York, NY)	Emergency Consultant Construction Management (CCM) Services per Executive Order No. 168	CM-1616	\$15,000,000 (Est.)	Informal Competition

### Discussion:

Clogged track drains contribute to signal malfunctions throughout the NYC Transit subway system which necessitates system-wide drain cleaning to mitigate the continuance of these service disruptions. Initially, WSP USA Inc. (WSP) was chosen to perform CCM and inspection services supporting the cleaning of drain lines. However, the scope, scale and urgency of this emergency project necessitated the expansion of the number of consultants supporting NYC Transit. HAKS was selected through an informal competitive process based on a review of proposals from consultants that had existing IQ contracts and had performed similar inspection services for the Sandy Program and that could mobilize staff that could be quickly deployed. Sharing this work among multiple consultants will mitigate potential delays in the performance and completion of the work required under the SAP. HAKS was awarded Contract CM-1616 based on an estimated amount of \$15,000,000 on January 24, 2018, for this work.

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

To date, one task order, Task Order No.1, has been issued to HAKS under CM-1616. Under Task Order No.1, HAKS will oversee the cleaning of drain lines between drain boxes throughout the NYC Transit Subway system as well as video inspections of any blocked pipe segments.

Payment for CCM Services performed by HAKS will be based on the titles and actual labor rates as certified by HAKS and verified by NYC Transit. Negotiations were conducted and yielded lower overhead rates than MTA Audit has approved and are used on other current NYC Transit contracts with HAKS.

HAKS was directed to proceed with the work under Task Order No.1 on October 20, 2017. Task Order No. 1 was negotiated in the amount of \$5,345,792. Additional task orders or revisions to existing task orders may be issued up to \$15,000,000.

In connection with a previous contract awarded to HAKS, HAKS was found to be responsible notwithstanding significant adverse information (SAI) pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman and Chief Executive Officer in consultation with the MTA General Counsel in December 2016. No new SAI has been found relating to HAKS and HAKS has been found to be responsible.

### 3.

Agency	Award Date	Contractor	Description	Contract Number	Contract Amount	Solicitation Method
NYC Transit	02/05/2018	T.Y. Lin International Engineering & Architecture, P.C. (New York, NY)	Emergency Consultant Construction Management (CCM) Services per Executive Order No. 168	CM-1617	\$10,000,000 (Est.)	Informal Competition

#### Discussion:

Clogged track drains contribute to signal malfunctions throughout the NYC Transit subway system which necessitates system-wide drain cleaning to mitigate the continuance of these service disruptions. Initially, WSP USA Inc. (WSP) was chosen to perform CCM and inspection services supporting the cleaning of drain lines. However, the scope, scale and urgency of this emergency project necessitated the expansion of the number of consultants supporting NYC Transit. T.Y. Lin was selected through an informal competitive process based on a review of proposals from consultants that had existing IQ contracts and had performed similar inspection services for the Sandy Program and that could mobilize staff that could be quickly deployed. T.Y. Lin was part of an existing pool of competitively selected CCM consultants. Sharing this work among multiple consultants will mitigate potential delays in the performance and completion of the work required under the SAP. T.Y. Lin was awarded contract CM-1617 based on an estimated amount of \$10,000,000 on February 5, 2018, for this work.

To date, one task order, Task Order No.1, has been issued to T.Y. Lin under CM-1617. Under Task Order No.1, T.Y. Lin will oversee the cleaning of drain lines between drain boxes throughout the NYC Transit Subway system as well as video inspections of any blocked pipe segments.

Payment for CCM Services performed by T.Y. Lin will be based on the titles and actual labor rates as certified by T.Y. Lin and verified by NYC Transit. Negotiations were conducted and yielded lower overhead rates than MTA Audit has approved and are used on other current NYC Transit contracts with T.Y. Lin.

T.Y. Lin was directed to proceed with the work under Task Order No.1 on October 20, 2017. Task Order No. 1 was negotiated in the amount of \$5,897,278. Additional task orders or revisions to existing task orders may be issued up to \$10,000,000.

# Staff Summary

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

4.

Agency	Award Date	Contractor	Description	Contract Number	Contract Amount	Solicitation Method
NYC Transit	02/02/2018	Richmond Elevator Company (Staten Island, NY)	Repair of elevators throughout the NYC Transit subway system.	6%19990	\$13,511,000 (Includes Option)	Informal Competition

### Discussion:

This is a contract for the repair of NYC Transit passenger facing elevators throughout the NYC Transit subway system. The contract is for a base two-year term, with a further one-year option exercisable at the discretion of NYC Transit. This solicitation was conducted under E.O. 168 and falls under the Subway Action Plan for optimizing elevator performance and availability, utilizing a third-party contractor to supplement in-house forces.

Pursuant to the contract, the contractor must provide at least eight dedicated mechanics that will be dispatched on a daily weekday basis by the Elevator and Escalator Division, to perform the elevator repair work required by NYC Transit. This requirement was solicited from five firms to secure competition. Each firm has either previously bid on other NYC Transit Elevator and Escalator projects, and/or currently has a contract with NYC Transit and has been deemed technically qualified by NYC Transit. Two companies responded to the solicitation. The lowest bid, submitted by Richmond Elevator Company in the amount of \$13,511,000, was 34.92% less than that of the second-lowest bidder, which was \$19,227,000. Based on effective price competition, Richmond Elevator Company's price is considered fair and reasonable.

5.

Agency	Award Date	Contractor	Description	Contract Number	Contract Amount	Solicitation Method
NYC Transit	02/13/2018	ArcelorMittal USA LLC (Steelton, PA)	100 lb. Rail, 39' Lengths, Six-month estimated quantity contract for 2,520 lengths.	6%20071	\$2,807,280 (Est.)	Informal Competition

### Discussion:

This six-month estimated quantity contract for the purchase of 2,520 lengths of 100 lb. rail was conducted utilizing E.O. 168. Track material has been identified under the Subway Action Plan and this rail is required to accelerate the installation and repair of track. Rail is used to form a continuous runway of track to carry rolling stock throughout the system.

The demands for track repair under the Subway Action Plan necessitate that NYC Transit have multiple sources of supply of rail. The ability to obtain rail from two manufacturers simultaneously will ensure adequate supply and back up in the event of disruption. There are two approved manufacturers that supply 100 lb. rail, Steel Dynamics, Inc. (SDI) and ArcelorMittal USA LLC. L.B. Foster Company (L.B. Foster) holds the current estimated quantity contract supplying rail manufactured by SDI.

In order to obtain rail from ArcelorMittal USA LLC, the other approved manufacturer, Procurement requested pricing from ArcelorMittal USA LLC and Atlantic Track & Turnout Co. (Atlantic), a stocking distributor for ArcelorMittal USA LLC. ArcelorMittal USA LLC quoted a unit price of \$1,114.00 which is 10.1% lower than the quoted unit price of \$1,239.00 from Atlantic. Additionally, Arcelor's unit price of \$1,114.00 is 2.8% lower than L.B. Foster's (vendor who holds the current contract) unit price of \$1,146.28. ArcelorMittal USA LLC's bid for this contract was determined to be fair and reasonable.

# Staff Summary

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

6.

Agency	Award Date	Contractor	Description	Contract Number	Contract Amount	Solicitation Method
NYC Transit	03/08/2018	Sherwood Electromotion (West Seneca, NY)	Overhaul of R160 Traction Motors	RFQ 178408	\$710,470 (Est.)	Informal Competition

### Discussion:

This three-year contract is for the overhaul of an estimated quantity of two hundred and fifty (250) R160 subway car traction motors. A traction motor is an electric motor used for propulsion of a subway car.

This requirement was solicited from three vendors to secure competition. Two vendors responded to the solicitation. Sherwood Electromotion Inc. (Sherwood) submitted a bid in the amount of \$710,470.23 which is 62% lower than the second-lowest bid. Sherwood's bid for this contract was determined to be fair and reasonable.

7. and 8.

Agency	Award Date	Contractor	Description	Contract Number	Contract Amount	Solicitation Method
NYC Transit	01/18/2018	Transit Design Group (Mississauga, Canada)	LED Lights	6%19866	\$296,375 (Est.)	Informal Competition
	01/18/2018	Transit Design Group (Mississauga, Canada)	Controllers for LED Lights	6%19867	\$480,290 (Est.)	
Total					\$776,665(Est.)	

### Discussion:

These 15-Month Estimated Quantity Contracts are for the purchase of 11,855 48" Light Emitting Diode (LED) interior lights and 6,832 controllers being installed on 210 R142 and 862 R160 subway cars. The interior fluorescent lights currently installed on these R142 and R160 subway cars are being upgraded to LED lights. This material has been identified under the Subway Action Plan to support the number of cars undergoing the Division of Car Equipment's (DCE) Scheduled Maintenance System. LED lights have numerous benefits. LED lights provide improved visibility for passengers and LED technology is energy efficient. LED lights have a longer expected operating life than fluorescent lights, which will result in lower operating costs for NYC Transit. LED power consumption is 50-75% less than that of fluorescent lights. Even with lower power consumption, LED light intensity exceeds that of fluorescent lights by 80-100%. Additionally, LED lights are expected to last eight times longer than fluorescent lights.

R142 and R160 subway car fluorescent lights utilize a ballast to control power to the lights. For LED lights, an LED controller performs the function of, and replaces, the ballast.

In order to obtain this material in an expeditious manner, multiple vendors were solicited to secure competition and two vendors, Transit Design Group (TDG) and Matrix Railway responded to each solicitation.

### Contract #1 – LED Lights

TDG submitted a bid of \$25 each which is 72% lower than the bid of \$89.38 each submitted by the second bidder. Based on the presence of price competition, Procurement determined that the bid price submitted by TDG was fair and reasonable. TDG was awarded the contract based on best price and lead time.

TDG delivered 6,902 LED lights on February 1, 2018 and the balance of 4,953 will be released as needed to support DCE's production schedule.

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

### Contract #2 – LED Controllers

TDG submitted a bid of \$70.30 each which is 20% lower than the bid of \$87.66 each submitted by the second bidder. Based on the presence of price competition, Procurement determined that the bid price submitted by TDG was fair and reasonable. TDG was awarded the contract based on best price and lead time.

TDG delivered 4,016 LED controllers on February 8, 2018 and the balance of 2,816 will be released as needed to support DCE's production schedule.

### 9.

Agency	Award Date	Contractor	Description	Contract Number	Contract Amount	Solicitation Method
NYC Transit	01/16/2018	LED Smart (Edmonton, Canada)	LED Lights	6%19851	\$393,096 (Est.)	Informal Competition

### Discussion:

This 15-Month Estimated Quantity Contract is for the purchase of 5,280 48" Light Emitting Diode (LED) interior lights being installed on 100 R46 and 240 R62A subway cars. The interior fluorescent lights currently installed on these R46 and R62A subway cars are being upgraded to LED lights. This material has been identified under the Subway Action Plan to support the number of cars undergoing the Division of Car Equipment's (DCE) Scheduled Maintenance System. LED lights have numerous benefits. LED lights provide improved visibility for passengers and LED technology is energy efficient. LED lights have a longer expected operating life than fluorescent lights, which will result in lower operating costs for NYC Transit. LED power consumption is 50-75% less than that of fluorescent lights. Even with lower power consumption, LED light intensity exceeds that of fluorescent lights by 80-100%. Additionally, LED lights are expected to last eight times longer than fluorescent lights.

In order to obtain this material in an expeditious manner, multiple vendors were solicited in an attempt to secure competition but only one bid was received. LED Smart submitted a bid of \$74.45 each for a total of \$393,096. Procurement reviewed the purchasing history of a similar 48" LED light and LED Smart's price compared favorably. The above information supports the determination that the price is fair and reasonable.

LED Smart delivered 3,470 LED lights on January 31, 2018 and the balance of 1,810 LED lights will be released as needed to support DCE's production schedule.

### 10.

Agency	Award Date	Contractor	Description	Contract Number	Contract Amount	Solicitation Method
MTA HQ	9/29/2017	Parsons Transportation Group of New York, Inc.	Consultant Oversight, Design & Integration in Connection with MTA Subway Train Location and Control Systems	9%2444	\$1,500,000	Change Order

### Discussion:

A subway train project was initiated due to the MTA's initiative to evaluate and develop new technologies for train location and control systems that includes Ultra Wide Band (UWB) wireless sensor networks, wireless digital track switches and Communications Based Train Control (CBTC) systems.

Parsons was awarded a contract to perform the consultant oversight, design and integration services for the Subway Train Location and Control System Project in September 2017, by way of an informal competitive RFP. Said contract was included in the EO168 materials provided to the Board in October. The phase one scope of work consisted of two test areas within the New York City subway system for a proof of concept (POC). Phase two was always anticipated, but costs were not negotiated as this phase was contingent upon a successful Phase One POC. At the time

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

the RFP was issued, MTAHQ notified all four proposers that we would award one phase at a time to determine if the technologies were viable options.

Due to the success of phase one, additional funds are now required to move forward with phase two. Phase two will include expanded regions along with production models of devices used and anchoring methods that will minimize impact of subway operation, which will include, but not be limited to robotic installation methods.

The overall project involves multiple specialty contractors and various MTA departments. Parsons is expected to assist MTA management with:

- General oversight of the overall project
- Evaluating Proposed Hardware and Software for suitability on this project
- Providing technical guidance and advice on all aspects of the project
- Identifying project milestones and developing testing & acceptance criteria
- Reviewing data analytics for accuracy and post-test validation
- Reviewing system components for meeting FCC and Federal CBTC safety requirements
- Producing periodic engineering and project progress reports

The cost for the phase one proof of concept was \$438,640. This increase of \$1,500,000 will raise the total cost to \$1,938,640. This cost is a not to exceed amount and all rates will remain the same as in the original contract. A review of these cost were found to be fair and reasonable.



# Staff Summary

<b>Subject</b> Extension of Refund Period of Railroad Tickets Pursuant to Newly Adopted Public Authorities Law Section 1266-k
<b>Department</b> MNR and LIRR Finance Departments
<b>Department Head Name</b> Kim Porcelain – MNR/Mark Young - LIRR <i>my</i>
<b>Department Head Signature</b> <i>MP</i>
<b>Project Manager Name</b>

<b>Date</b> March 19, 2018
<b>Vendor Name</b>
<b>Contract Number</b>
<b>Contract Manager Name</b>
<b>Table of Contents Ref#</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	MNR Committee	3/19	X		
2	LIRR Committee	3/19	X		
3	Finance Committee	3/19	X		
4	MTA Board	3/21	X		

Internal Approvals			
Order	Approval	Date	Approval
2	MNR President	3/12/18	<i>Chenaldi</i>
4	LIRR President	3/9/18	<i>Patricia Knapp</i>
1	MNR General Counsel	3/8/18	<i>RC</i>
3	LIRR General Counsel	3/7/18	<i>W. D. ...</i>

**Purpose and Recommendation:** To obtain approval to revise fare policy applicable to the MTA Commuter Railroads (Metro-North and LIRR) to extend the refund period for unused portions of one-way, round trip and ten trip tickets for an additional two year period, to bring the Railroads into compliance with a recent amendment to the Public Authorities Law.

**Discussion:** In December, 2017, the new PAL §1266-k became effective, which provides:

Notwithstanding any other provision of law to the contrary, the authority shall, within ninety days of the effective date of this section, establish an expired fare transfer policy that may be amended from time to time. *Such policy shall provide any person who purchases a fare the ability to transfer any remaining balance for two years after such fare is deemed expired.*

This law expires and is deemed repealed on December 31, 2022.

NYC Transit customers currently have the ability to transfer remaining balances in a manner that is compliant with the statute. However, the Railroads' ticket media do not allow for a similar fare balance transfer mechanism. In order to best comply with the requirements of the statute, the Railroads are recommending that fare policy be amended to extend the period during which customers can obtain refunds for unused tickets other than time-based tickets (*i.e.*, weeklies and monthlies).

Currently, Commuter Railroad one-ways and round trips are valid for 60 days, and the unused portions of such tickets are refundable for the same 60 day period. Ten trips are valid and refundable for 6 months. In order to best comply with the requirements of the law, Metro-North and LIRR recommend that the period during which a refund can be obtained be extended for an additional two years. Miscellaneous other ticket types (*e.g.*, group sales) would be similarly extended. The existing administrative fee of \$10 per transaction (not per ticket) will be applied to all refunds.



## Staff Summary

The extended refund period would not be applicable to time-based tickets because in those cases the customer purchased unlimited rides for a set period of time, and there is no way to assess unused value at the end of the week or month. This is consistent with NYC Transit's policy with respect to their time-based instruments. The Railroads would continue to process refund requests for monthlies and weeklies made during their validity period as per existing policy.

With respect to mobile tickets, there needs to be further investigation with the Mobile Ticketing vendor about the feasibility of programming a Self-Service Refund of Expired Tickets (not already activated) and/or Exchange feature. The Railroads will seek a permanent solution for this issue with the vendor.

Upon approval of this policy change, the Railroads will act diligently to implement the new policy and inform customers of the change.

**Alternatives:** The Railroads must comply as best as possible with the new statutory requirements. The Railroads do not have the facilities or systems in place to handle this requirement in an alternative fashion.

**Budget Impact:** There will be an impact to revenues which is difficult to quantify at this time, but it is expected to be minimal. It is unknown how many unused, expired tickets are retained by customers beyond the current refund periods.

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

Item Number: H

Page 1 of 2

<b>Vendor Name (&amp; Location)</b> Dayton T. Brown, Inc.	<b>Contract Number:</b> 88157	<b>AWO/Modification #</b> 1
<b>Description</b> Engineering Support Services for Positive Train Control (PTC)	<b>Original Amount:</b>	\$500,000
<b>Contract Term (Including Options, if any)</b> 36 Months	<b>Prior Modifications:</b>	\$0
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Prior Budgetary Increases:</b>	\$0
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	<b>Current Amount:</b>	\$500,000
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source	<b>This Request:</b>	\$1,000,000 (not to exceed)
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	<b>% of This Request to Current Amount:</b>	200%
<b>Requesting Dept./Div. &amp; Dept./Div. Head Name:</b> Procurement & Material Management, Al Muir, Sr. Director 	<b>% of Modifications (including This Request) to Original Amount:</b>	200%

Approval is requested for additional funding in the not to exceed amount of \$1,000,000 to the firm, Dayton T. Brown, Inc. (DTB), to provide engineering services required to prepare documentation (including the Revenue Service Demonstration (RSD) Report) to satisfy Federal Railroad Administration (FRA) requirements for Positive Train Control (PTC) certification on the new Advanced Civil Speed Enforcement System (ACSES). This funding will be added to the current 36-month contract providing engineering services required to meet an urgent need to support Positive Train Control (PTC) 220MHz Radio Frequency testing with no anticipated schedule impacts.

There will be extensive reporting and documentation requirements that must be satisfied in order for MNR to meet its PTC-related obligations. Adding to the complexity of these tasks is the fact that FRA is still defining its expectations in this regard. MNR must submit, and FRA must approve, an RSD application demonstrating that the railroad is ready to begin this critical compliance step. Once the FRA approves MNR's RSD application and MNR starts running trains with PTC in its pilot segment (Tarrytown to Croton-Harmon on the Hudson Line), there are extensive data collection and reporting requirements, including monthly reporting to the FRA. In addition, MNR is required to submit a safety plan to the FRA for approval. Drafting these reports and plans, and tracking the significant data that will be generated during these activities including populating and maintaining the relevant databases, is a huge administrative undertaking, and MNR requires third party assistance to prepare the requisite documentation that will support MNR's successful completion of RSD and implementation of PTC. DTB will assist in developing the RSD application and develop an RSD Report and Safety Plan that is in compliance with the FRA requirements from 49 CFR Part 236.1005 (Requirements for PTC Systems) and 49 CFR Part 236.1015 (PTC Safety Plan requirements). DTB will incorporate changes and engineering updates in the RSD to include PTC installation and testing activities on the Railroad's right-of-way. DTB will be responsible for three tasks as follows and a fourth task on an as needed basis:

- (1) Development and integration of an RSD application and RSD Report;
- (2) Review, comment and assimilation of the safety plan and make recommendations based on the requirements as defined in 49 CFR Part 236.1015;
- (3) DTB will serve as the central repository for the monthly FRA report generation and dissemination to manage the source data and report deliverables (Content Hosting);
- (4) Engineering support on as needed basis

As indicated in the original non-competitive award to DTB in November 2017, DTB has all the necessary experience in providing engineering support in both heavy rail and transit environments. It is the only company available in the North-East region, and the only qualified company with available resources to immediately support this vital effort. As an extension of MNR staff, DTB will be used to help mitigate risk and resolve system performance issues on the remaining technical milestones. DTB has proven experience in the development of similar reports required by the Federal Railroad Administration and other regulators, and has produced reports, maintenance documentation and operator manuals for various rail clients, including ABB Traction/Adtranz, Baltimore MTA, Metropolitan Transportation Authority (New York City Transit – Subway), New Jersey Transit (NJT) and Southeastern Pennsylvania Transportation Authority (SEPTA). DTB has

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

also worked with clients in the aviation industry who are subject to rigorous test plan requirements. This expertise will be invaluable to MNR in the successful completion of the Railroad's final RSD documentation to the FRA.

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

MNR will receive the benefit of pricing negotiated by the U.S. General Services Administration (GSA) under its contract GS-230-0038K. Tasks 1-3 are proposed in the not to exceed amount of \$725,000, Task 4 General Engineering Support is proposed in the not to exceed amount of \$275,000. The total not to exceed amount of \$1,000,000 is to be funded by MNR's Operating Budget.

Staff Summary



Item Number: 1					
Dept & Dept Head Name: Procurement & Logistics, Dennis Mahon					
Department Head Signature & Date <i>[Signature]</i>					
Division & Division Head Name: Department of Program Management – Paul Dietlin					
Division Head Signature & Date <i>[Signature]</i>					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
1	LI Committee	3.19.18			
2	MTA Board	3.21.18			
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
6	President <i>[Signature]</i>	3	SVP Engineering <i>[Signature]</i>		
5	Executive VP <i>[Signature]</i>	2	VP and CFO <i>[Signature]</i>		
4	SVP Operations <i>[Signature]</i>	1	VP/Gen'l Counsel & Sec'y <i>[Signature]</i>		

SUMMARY INFORMATION	
Vendor Name	Contract Number
Forte Construction Corp.	6289B
Description Station Improvements at Six LIRR Stations	
Total Amount	
\$13,400,000	
Contract Term (including Options, if any)	
269 calendar days	
Options(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:	

Narrative

**I. PURPOSE/RECOMMENDATION:**

LIRR requests MTA Board approval to award a contract to Forte Construction Corp. to perform the design and construction services to complete the station renovation, including amenities, at Northport Station and provide station amenities at five additional station locations. A previous MTA Board application was submitted and approved for an award to Citnalta/Scalamandre for 8 other LIRR stations. The proposed contract for station improvements is part of the LIRR’s Capital Program and will improve and upgrade the customer experience.

**II. DISCUSSION:**

The LIRR requires the services of a design/build contractor to provide design, engineering, and construction services for station improvements at six stations. The overall project goal is to enhance the appearance, function, safety and the customer’s experience at each of these stations. Each station has unique elements; the below items describe overall scope but may not apply to each individual station.

This contract will require the contractor to provide Design/Build Services at LIRR’s Northport Station for Station Building Renovation.

- Station Renovation work includes new floor, wall, and ceiling finishes, new doors and windows, new ADA compliant restrooms, new lighting, communications systems, HVAC systems, signage, benches, and information screens. Exterior renovation includes new pavers, painting, brick masonry, lighting, digital and static signage, corporate signage, bird deterrents, selective roof repair/replacement, and art.

## Staff Summary

The contractor shall also provide Design/Build Services for amenities at LIRR's Great Neck, Valley Stream, Northport, Baldwin, Bayside, and Ronkonkoma (6 Stations).

- Amenities include free customer Wi-Fi, charge ports, CCTV cameras, totems, trash receptacles, and digital LED information screens (dashboards)

At its April 2017 meeting, the MTA Board approved the use of a two-step "Request for Proposal" method to procure this design-build contract. A Step 1 Request for Proposals (RFP) was prepared and advertised in the New York State Contract Reporter and LIRR's website to develop and pre-qualify a short list of firms. 21 firms picked up Step 1 RFP Packages but on 9/9/17, only 6 firms submitted a formal proposal for pre-qualification. Step 1 pre-qualification criteria were as follows:

- 1) Record of performance on past projects;
- 2) Demonstrated experience of proposer and design / build team;
- 3) Proposer's demonstrated financial capability;
- 4) Diversity practices

The LIRR's three person Technical Evaluation Committee (TEC) comprised of members of LIRR's Department of Program Management, Engineering and Stations departments determined that all 6 firms were technically competent and therefore, should be asked to develop and submit Step 2 proposals. Those firms were: Aurora/LoDuca JV, Lipsky Enterprises Inc., Forte Inc., Railroad Construction Company (RCC), Citnalta/Scalamandre JV, and E.E. Cruz & Company.

Step 2 RFP Packages were sent to each of the six aforementioned, pre-qualified firms. A total of 8 addenda were issued to answer vendor queries, and revise the specs and renderings. On December 15, 2017, proposals were received from four of the six pre-qualified firms. On 01/24/18, the MTA Board approved Citnalta/Scalamandre JV as the awardee for the first group of station improvements.

On December 21, 2017, a second RFP for the second group of station improvements were sent to the same six pre-qualified firms. A total of 6 addenda were issued to answer vendor queries, and revise the specs and cost proposal sheet. On February 1, 2018, proposals were received from two of the six pre-qualified firms (E.E. Cruz and Forte). Both firms were invited in for oral presentations of their proposals and, following discussions, both firms were instructed to submit revised proposals based on Station renovation work at Northport Station, and amenities at all 6 stations.

Upon receipt of revised proposals from both firms, and based upon applying the below Step 2 evaluation criteria, Forte was determined to have submitted a proposal offering "best value" to the LIRR in terms of total cost, schedule and technical qualifications:

- 1) Planning & scheduling;
- 2) Technical approach to the work;
- 3) Demonstrated experience of proposer / design – build team;
- 4) Cost

## Staff Summary



In terms of cost, the awardee's total cost was evaluated in conjunction with the LIRR's internal estimate. The awardee's total proposed cost of \$13,400,000 is 6% less than the LIRR's internal estimate of \$14,224,763 and 8% less than E.E. Cruz's price of \$14,465,000, and it is therefore deemed fair and reasonable.

A responsibility review of the awardee firm was conducted whereby no adverse or significant adverse information was found. In addition, a financial review of the awardee firm by LIRR's Capital Accounting Department yielded favorable results.

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

The MTA Department of Diversity and Civil Rights (DDCR) has established MBE WBE and SDVOB goals for this procurement at 15% MBE, 15% WBE and 6% SDVOB respectively, and is awaiting the submission of Forte's final MBE/WBE/SDVOB Utilization Plan. An award will not be made until DDCR approval of the MBE/WBE/SDVOB utilization plan is obtained.

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

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

### **V. ALTERNATIVES:**

The alternative is for LIRR not to progress these station improvements. Additionally, LIRR does not have the ability to fully undertake the design build services for these station improvements with in-house forces.

**Schedule D: Ratification of Completed Procurement Actions**

**Staff Summary**



Item Number: 4

<b>Vendor Name (&amp; Location)</b> Power Resources International (New York)
<b>Description</b> Main Line Second Track Motor Generator Replacements
<b>Contract Term (including Options, if any)</b> 475 consecutive calendar days
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:

<b>Contact Number</b> 6305	<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Total Amount:</b>	\$9,873,192.50
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Department of Program Management, Paul Dietlin	
<b>Contract Manager:</b> Joseph Famiglietti	

**Discussion:**

It is requested that the Board formally ratify the “Declaration of Emergency,” made by the Chief Procurement and Logistics Officer, waiving formal competitive bidding pursuant to Article III Paragraph B 1 of the All Agency Procurement Guidelines and Section 1265-a of the Public Authorities Law subsection 4(a), and approve award of a contract to Power Resources International (PRI) for Main Line Second Track Motor Generator (MG) upgrades. The estimated period of performance is 475 consecutive calendar days from the Notice of Award.

To support the LIRR's Main Line Second Track project, the LIRR requires upgraded signal motor generator capacity to provide additional signal power to support the additional loads created by this new service. This is in support of the LIRR’s fast-tracked Design-Build New Second Track between Farmingdale and Ronkonkoma Project. Currently, this area consists of a single electrified at-grade track, with limited passing sidings. The total length of the corridor is 17.9 miles, with single track segments totaling 12.6 miles. Operation of a full Second Track will allow for more reliable LIRR Main Line service and faster recovery for the Farmingdale to Ronkonkoma segment of the LIRR. The completion of the Second Track is the key to improving service reliability and on-time performance and allow for increased capacity on the corridor. Without having the Second Track system operational, the LIRR does not have the operational flexibility and redundancy to provide improved passenger service.

During the analysis of the final signal design, performed as the design-builder of the signal system progressed the final design, and analysis of the cutover plan of the new two track system for Main Line Second Track, as well as analysis of the load on the current system, it was determined that the existing signal power system needs to be upgraded to allow for functionality and reliability of the new two track system. Three (3) signal power motor generators along the Main Line Second Track corridor (at Bethpage, Deer Park, and Ronkonkoma) require upgrade. This will result in an increase in the LIRR's operational flexibility and mitigate overcrowding and/or cancellation of trains if an operational issue occurs. Additionally, signal power system capacity MG upgrades will prevent low voltage conditions at equipment that could result in potential damage to the effected electrical/signal equipment and impact reliability of service to LIRR customers.

## Staff Summary

Manufacturing of the MGs had to begin by March 1, 2018, in order to ensure coordination of the overall work completion and schedule of the full Second Track project. Full open competitive procurement for this equipment would add 4 to 6 months to the process and create potential impacts as mentioned above. Therefore limited competitive bidding was undertaken, under a “Declaration of Emergency.”

Three firms that have previously supplied this kind of equipment to LIRR were asked to bid. One bid was received, from PRI, in the amount of \$9,873,192.50, which is 3% less than the LIRR estimate, and is deemed to be fair and reasonable. The other two bidders declined to bid, citing the accelerated schedule of the work to be completed.

The contract has 5% combined MBE/WBE goals assigned to it by the MTA Department of Diversity and Civil Rights.

PRI has been reviewed and determined to be a responsible vendor.  
Funding for the contract is included in LIRR’s 2015 – 2019 Capital Program.

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Item Number: 1

<b>Vendor Name, Location</b> Downtown Design Partnership (New York, New York )
<b>Description</b> Cortlandt Street Design Consultant Services
<b>Contract Term (including Options, if any)</b> May 26, 2015–November 25, 2018
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
<b>Requesting Dept./Div., Dept./Div. Head Name:</b> MTA Capital Construction, John N. Lieber

<b>Contract Number</b> PS850	<b>AWO/Mod. #</b> 17
<b>Original Amount:</b>	\$ 3,788,671
<b>Prior Modifications:</b>	\$ 2,331,273
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 6,119,944
<b>This Request</b>	\$ 1,380,000
<b>% of This Request to Current Amount:</b>	22.5%
<b>% of Modifications (including This Request) to Original Amount:</b>	98.0%

**Discussion**

This modification extends the base contract for one year and provides additional funding for continued Construction Phase Services (“CPS”) through November 2019.

The base contract covers engineering, design, and construction phase services for the Cortlandt Street Station project.

This contract was originally solicited and awarded by the Port Authority of New York and New Jersey (“PANYNJ”), and awarded to Downtown Design Partnership (“DDP”), a partnership formed by AECOM, Domingo Gonzalez Associates, Parsons Transportation Group, and STV Incorporated, for the design of the Cortlandt Street Station located along the No. 1 line. On May 26, 2015, PANYNJ assigned the DDP design contract to the MTA. Upon assignment, NYC Transit reviewed the design and requested certain changes in order to comply with, among other items, specific NYC Transit standards.

Due to delays associated with developing and implementing the required design changes, and delays associated with the performance of the construction work, substantial completion (originally scheduled for February 2018) is now anticipated by December 2018, with Revenue Service beginning in October 2018. Accordingly, CPS is required during this extended period. Additional CPS will be required during the close-out phase, which is anticipated to be completed by November 2019. Therefore a one-year extension to the contract is required.

DDP’s cost proposal was for the amount of \$1,620,258 and MTACC’s estimate was for the amount of \$1,297,044. Negotiations were held and the parties agreed to the amount of \$1,380,000, which is deemed to be fair and reasonable.

In connection with a previous contract awarded to AECOM, AECOM was found to be responsible notwithstanding significant adverse information (“SAI”) pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Managing Director in consultation with the MTA General Counsel in November 2017. No new SAI has been found relating to AECOM, and AECOM has been found to be responsible.

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**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2018 Adopted Budget**  
**Accrual Statement of Operations by Category**  
**January 2018 Monthly**  
(\$ in millions)

	Non-Reimbursable				Reimbursable				Total			
	Adopted Budget	Actual	-Variance: Fav/(Unfav)- Dollars	Percent	Adopted Budget	Actual	-Variance: Fav/(Unfav)- Dollars	Percent	Adopted Budget	Actual	-Variance: Fav/(Unfav)- Dollars	Percent
<b>Revenue</b>												
Farebox Revenue	\$504.9	\$480.9	(\$24.0)	(4.8)	\$0.0	\$0.0	\$0.0	N/A	\$504.9	\$480.9	(\$24.0)	(4.8)
Toll Revenue	143.2	146.2	3.1	2.1	0.0	0.0	0.0	N/A	143.2	146.2	3.1	2.1
Other Revenue	58.1	52.7	(5.4)	(9.3)	0.0	0.0	0.0	N/A	58.1	52.7	(5.4)	(9.3)
Capital and Other Reimbursements	0.0	0.0	0.0	N/A	174.4	143.1	(31.3)	(17.9)	174.4	143.1	(31.3)	(17.9)
<b>Total Revenues</b>	<b>\$706.2</b>	<b>\$679.9</b>	<b>(\$26.3)</b>	<b>(3.7)</b>	<b>\$174.4</b>	<b>\$143.1</b>	<b>(\$31.3)</b>	<b>(17.9)</b>	<b>\$880.5</b>	<b>\$822.9</b>	<b>(\$57.6)</b>	<b>(6.5)</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$450.4	\$449.6	\$0.7	0.2	\$60.4	\$51.0	\$9.4	15.6	\$510.8	\$500.7	\$10.2	2.0
Overtime	74.2	90.7	(16.4)	(22.2)	13.6	15.8	(2.2)	(16.2)	87.8	106.4	(18.6)	(21.2)
Health and Welfare	110.7	107.5	3.2	2.9	6.2	6.3	(0.1)	(1.2)	116.9	113.8	3.1	2.7
OPEB Current Payments	51.5	45.9	5.7	11.0	0.8	0.8	0.1	10.1	52.4	46.6	5.8	11.0
Pension	109.0	107.5	1.5	1.4	8.3	7.9	0.4	5.2	117.3	115.4	1.9	1.6
Other Fringe Benefits	79.6	86.9	(7.3)	(9.1)	20.5	17.7	2.8	13.7	100.1	104.5	(4.5)	(4.5)
Reimbursable Overhead	(31.7)	(24.6)	(7.2)	(22.6)	33.0	24.5	8.5	25.8	1.3	(0.1)	1.4	>100.0
<b>Total Labor Expenses</b>	<b>\$843.6</b>	<b>\$863.4</b>	<b>(\$19.8)</b>	<b>(2.3)</b>	<b>\$142.9</b>	<b>\$123.9</b>	<b>\$19.0</b>	<b>13.3</b>	<b>\$986.6</b>	<b>\$987.4</b>	<b>(\$0.8)</b>	<b>(0.1)</b>
<b>Non-Labor:</b>												
Electric Power	\$44.3	\$41.1	\$3.2	7.2	\$0.0	\$0.1	(\$0.1)	<(100.0)	\$44.3	\$41.1	\$3.1	7.1
Fuel	14.3	17.0	(2.6)	(18.3)	0.0	0.0	0.0	89.5	14.4	17.0	(2.6)	(18.2)
Insurance	1.7	(0.9)	2.6	> 100.0	1.0	0.8	0.1	14.0	2.7	(0.1)	2.8	>100.0
Claims	26.8	35.9	(9.1)	(33.9)	0.0	0.0	0.0	N/A	26.8	35.9	(9.1)	(33.9)
Paratransit Service Contracts	34.1	33.6	0.4	1.3	0.0	0.0	0.0	N/A	34.1	33.6	0.4	1.3
Maintenance and Other Operating Contracts	53.8	48.2	5.6	10.3	7.9	4.0	3.9	49.0	61.6	52.2	9.4	15.3
Professional Services Contracts	41.5	25.7	15.8	38.0	9.5	3.9	5.7	59.3	51.0	29.6	21.4	42.0
Materials and Supplies	51.8	45.9	5.8	11.2	12.8	9.9	2.8	22.3	64.5	55.9	8.7	13.4
Other Business Expenses	22.7	24.4	(1.7)	(7.6)	0.2	0.4	(0.2)	(79.5)	22.9	24.8	(1.9)	(8.3)
<b>Total Non-Labor Expenses</b>	<b>\$290.8</b>	<b>\$270.9</b>	<b>\$20.0</b>	<b>6.9</b>	<b>\$31.4</b>	<b>\$19.2</b>	<b>\$12.3</b>	<b>39.0</b>	<b>\$322.3</b>	<b>\$290.0</b>	<b>\$32.2</b>	<b>10.0</b>
<b>Other Expense Adjustments</b>												
Other	\$3.5	\$2.7	\$0.9	24.4	\$0.0	\$0.0	\$0.0	N/A	\$3.5	\$2.7	\$0.9	24.4
General Reserve	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A
<b>Total Other Expense Adjustments</b>	<b>\$3.5</b>	<b>\$2.7</b>	<b>\$0.9</b>	<b>24.4</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>N/A</b>	<b>\$3.5</b>	<b>\$2.7</b>	<b>\$0.9</b>	<b>24.4</b>
<b>Total Expenses Before Non-Cash Liability Adjs.</b>	<b>\$1,138.0</b>	<b>\$1,137.0</b>	<b>\$1.0</b>	<b>0.1</b>	<b>\$174.4</b>	<b>\$143.1</b>	<b>\$31.3</b>	<b>17.9</b>	<b>\$1,312.4</b>	<b>\$1,280.1</b>	<b>\$32.3</b>	<b>2.5</b>
Depreciation	\$212.0	\$220.2	(\$8.3)	(3.9)	\$0.0	\$0.0	\$0.0	N/A	\$212.0	\$220.2	(\$8.3)	(3.9)
OPEB Liability Adjustment	35.2	33.0	2.2	6.3	0.0	0.0	0.0	N/A	35.2	33.0	2.2	6.3
GASB 68 Pension Expense Adjustment	4.0	0.0	4.0	100.0	0.0	0.0	0.0	N/A	4.0	0.0	4.0	100.0
Environmental Remediation	0.2	0.2	0.0	(0.0)	0.0	0.0	0.0	N/A	0.2	0.2	0.0	(0.0)
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$1,389.3</b>	<b>\$1,390.4</b>	<b>(\$1.1)</b>	<b>(0.1)</b>	<b>\$174.4</b>	<b>\$143.1</b>	<b>\$31.3</b>	<b>17.9</b>	<b>\$1,563.7</b>	<b>\$1,533.5</b>	<b>\$30.2</b>	<b>1.9</b>
Less: B&T Depreciation & GASB Adjustments	\$17.9	\$20.9	(\$3.0)	(16.7)	\$0.0	\$0.0	\$0.0	0.0	\$17.9	\$20.9	(\$3.0)	(16.7)
<b>Adjusted Total Expenses</b>	<b>\$1,371.4</b>	<b>\$1,369.5</b>	<b>\$1.9</b>	<b>0.1</b>	<b>\$174.4</b>	<b>\$143.1</b>	<b>\$31.3</b>	<b>17.9</b>	<b>\$1,545.8</b>	<b>\$1,512.6</b>	<b>\$33.2</b>	<b>2.1</b>
<b>Net Surplus/(Deficit) excl. Subsidies and Debt Service</b>	<b>(\$665.2)</b>	<b>(\$689.6)</b>	<b>(\$24.4)</b>	<b>(3.7)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>N/A</b>	<b>(\$665.2)</b>	<b>(\$689.6)</b>	<b>(\$24.4)</b>	<b>(3.7)</b>
<b>Subsidies</b>	<b>\$150.4</b>	<b>\$317.0</b>	<b>\$166.5</b>	<b>&gt; 100.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>N/A</b>	<b>\$150.4</b>	<b>\$317.0</b>	<b>\$166.5</b>	<b>&gt;100.0</b>
<b>Debt Service</b>	<b>228.5</b>	<b>217.5</b>	<b>10.9</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>N/A</b>	<b>228.5</b>	<b>217.5</b>	<b>10.9</b>	<b>4.8</b>

Notes: Totals may not add due to rounding

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

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2018 Adopted Budget**  
**Accrual Statement of Operations by Category**  
**January 2018 Year-to-Date**  
(\$ in millions)

	Non-Reimbursable				Reimbursable				Total			
	Adopted Budget	Actual	-Variance: Fav/(Unfav)- Dollars	Percent	Adopted Budget	Actual	-Variance: Fav/(Unfav)- Dollars	Percent	Adopted Budget	Actual	-Variance: Fav/(Unfav)- Dollars	Percent
<b>Revenue</b>												
Farebox Revenue	\$504.9	\$480.9	(\$24.0)	(4.8)	\$0.0	\$0.0	\$0.0	N/A	\$504.9	\$480.9	(\$24.0)	(4.8)
Toll Revenue	143.2	146.2	3.1	2.1	0.0	0.0	0.0	N/A	143.2	146.2	3.1	2.1
Other Revenue	58.1	52.7	(5.4)	(9.3)	0.0	0.0	0.0	N/A	58.1	52.7	(5.4)	(9.3)
Capital and Other Reimbursements	0.0	0.0	0.0	N/A	174.4	143.1	(31.3)	(17.9)	174.4	143.1	(31.3)	(17.9)
<b>Total Revenues</b>	<b>\$706.2</b>	<b>\$679.9</b>	<b>(\$26.3)</b>	<b>(3.7)</b>	<b>\$174.4</b>	<b>\$143.1</b>	<b>(\$31.3)</b>	<b>(17.9)</b>	<b>\$880.5</b>	<b>\$822.9</b>	<b>(\$57.6)</b>	<b>(6.5)</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$450.4	\$449.6	\$0.7	0.2	\$60.4	\$51.0	\$9.4	15.6	\$510.8	\$500.7	\$10.2	2.0
Overtime	74.2	90.7	(16.4)	(22.2)	13.6	15.8	(2.2)	(16.2)	87.8	106.4	(18.6)	(21.2)
Health and Welfare	110.7	107.5	3.2	2.9	6.2	6.3	(0.1)	(1.2)	116.9	113.8	3.1	2.7
OPEB Current Payments	51.5	45.9	5.7	11.0	0.8	0.8	0.1	10.1	52.4	46.6	5.8	11.0
Pension	109.0	107.5	1.5	1.4	8.3	7.9	0.4	5.2	117.3	115.4	1.9	1.6
Other Fringe Benefits	79.6	86.9	(7.3)	(9.1)	20.5	17.7	2.8	13.7	100.1	104.5	(4.5)	(4.5)
Reimbursable Overhead	(31.7)	(24.6)	(7.2)	(22.6)	33.0	24.5	8.5	25.8	1.3	(0.1)	1.4	>100.0
<b>Total Labor Expenses</b>	<b>\$843.6</b>	<b>\$863.4</b>	<b>(\$19.8)</b>	<b>(2.3)</b>	<b>\$142.9</b>	<b>\$123.9</b>	<b>\$19.0</b>	<b>13.3</b>	<b>\$986.6</b>	<b>\$987.4</b>	<b>(\$0.8)</b>	<b>(0.1)</b>
<b>Non-Labor:</b>												
Electric Power	\$44.3	\$41.1	\$3.2	7.2	\$0.0	\$0.1	(\$0.1)	<(100.0)	\$44.3	\$41.1	\$3.1	7.1
Fuel	14.3	17.0	(2.6)	(18.3)	0.0	0.0	0.0	89.5	14.4	17.0	(2.6)	(18.2)
Insurance	1.7	(0.9)	2.6	> 100.0	1.0	0.8	0.1	14.0	2.7	(0.1)	2.8	>100.0
Claims	26.8	35.9	(9.1)	(33.9)	0.0	0.0	0.0	N/A	26.8	35.9	(9.1)	(33.9)
Paratransit Service Contracts	34.1	33.6	0.4	1.3	0.0	0.0	0.0	N/A	34.1	33.6	0.4	1.3
Maintenance and Other Operating Contracts	53.8	48.2	5.6	10.3	7.9	4.0	3.9	49.0	61.6	52.2	9.4	15.3
Professional Services Contracts	41.5	25.7	15.8	38.0	9.5	3.9	5.7	59.3	51.0	29.6	21.4	42.0
Materials and Supplies	51.8	45.9	5.8	11.2	12.8	9.9	2.8	22.3	64.5	55.9	8.7	13.4
Other Business Expenses	22.7	24.4	(1.7)	(7.6)	0.2	0.4	(0.2)	(79.5)	22.9	24.8	(1.9)	(8.3)
<b>Total Non-Labor Expenses</b>	<b>\$290.8</b>	<b>\$270.9</b>	<b>\$20.0</b>	<b>6.9</b>	<b>\$31.4</b>	<b>\$19.2</b>	<b>\$12.3</b>	<b>39.0</b>	<b>\$322.3</b>	<b>\$290.0</b>	<b>\$32.2</b>	<b>10.0</b>
<b>Other Expense Adjustments</b>												
Other	\$3.5	\$2.7	\$0.9	24.4	\$0.0	\$0.0	\$0.0	N/A	\$3.5	\$2.7	\$0.9	24.4
General Reserve	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A
<b>Total Other Expense Adjustments</b>	<b>\$3.5</b>	<b>\$2.7</b>	<b>\$0.9</b>	<b>24.4</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>N/A</b>	<b>\$3.5</b>	<b>\$2.7</b>	<b>\$0.9</b>	<b>24.4</b>
<b>Total Expenses Before Non-Cash Liability Adjs.</b>	<b>\$1,138.0</b>	<b>\$1,137.0</b>	<b>\$1.0</b>	<b>0.1</b>	<b>\$174.4</b>	<b>\$143.1</b>	<b>\$31.3</b>	<b>17.9</b>	<b>\$1,312.4</b>	<b>\$1,280.1</b>	<b>\$32.3</b>	<b>2.5</b>
Depreciation	\$212.0	\$220.2	(\$8.3)	(3.9)	\$0.0	\$0.0	\$0.0	N/A	\$212.0	\$220.2	(\$8.3)	(3.9)
OPEB Liability Adjustment	35.2	33.0	2.2	6.3	0.0	0.0	0.0	N/A	35.2	33.0	2.2	6.3
GASB 68 Pension Expense Adjustment	4.0	0.0	4.0	100.0	0.0	0.0	0.0	N/A	4.0	0.0	4.0	100.0
Environmental Remediation	0.2	0.2	0.0	(0.0)	0.0	0.0	0.0	N/A	0.2	0.2	0.0	(0.0)
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$1,389.3</b>	<b>\$1,390.4</b>	<b>(\$1.1)</b>	<b>(0.1)</b>	<b>\$174.4</b>	<b>\$143.1</b>	<b>\$31.3</b>	<b>17.9</b>	<b>\$1,563.7</b>	<b>\$1,533.5</b>	<b>\$30.2</b>	<b>1.9</b>
Less: B&T Depreciation & GASB Adjustments	\$17.9	\$20.9	(\$3.0)	(16.7)	\$0.0	\$0.0	\$0.0	0.0	\$17.9	\$20.9	(\$3.0)	(16.7)
<b>Adjusted Total Expenses</b>	<b>\$1,371.4</b>	<b>\$1,369.5</b>	<b>\$1.9</b>	<b>0.1</b>	<b>\$174.4</b>	<b>\$143.1</b>	<b>\$31.3</b>	<b>17.9</b>	<b>\$1,545.8</b>	<b>\$1,512.6</b>	<b>\$33.2</b>	<b>2.1</b>
<b>Net Surplus/(Deficit) excl. Subsidies and Debt Service</b>	<b>(\$665.2)</b>	<b>(\$689.6)</b>	<b>(\$24.4)</b>	<b>(3.7)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>N/A</b>	<b>(\$665.2)</b>	<b>(\$689.6)</b>	<b>(\$24.4)</b>	<b>(3.7)</b>
<b>Subsidies</b>	<b>\$150.4</b>	<b>\$317.0</b>	<b>\$166.5</b>	<b>&gt; 100.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>N/A</b>	<b>\$150.4</b>	<b>\$317.0</b>	<b>\$166.5</b>	<b>&gt;100.0</b>
<b>Debt Service</b>	<b>228.5</b>	<b>217.5</b>	<b>10.9</b>	<b>4.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>N/A</b>	<b>228.5</b>	<b>217.5</b>	<b>10.9</b>	<b>4.8</b>

Notes: Totals may not add due to rounding

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

**METROPOLITAN TRANSPORTATION AUTHORITY  
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET  
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS  
January 2018  
(\$ in millions)**

Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable)		Reason for Variance	Favorable (Unfavorable)		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	(24.0)	(4.8)	NYCT, MTA Bus, and MNR were unfavorable by (\$19.9M), (\$2.7M), and (\$1.0M), respectively, due to lower ridership caused mostly by adverse weather, which included a snowstorm on January 4th and extremely cold temperatures. Other Agency variances were minor.			
Vehicle Toll Revenue	NR	3.1	2.1	Toll revenues were favorable due to higher traffic volume.			
Other Operating Revenue	NR	(5.4)	(9.3)	The unfavorable outcome reflects lower real estate and advertising revenues at NYCT (\$2.8M), a delay in reimbursement related to the rescheduling of the New York State Grade Crossing Project at MNR (\$2.3M), the timing of advertising, rentals, miscellaneous and freight revenue at the LIRR (\$1.3M), and the timing of advertising revenue at MTA Bus (\$0.6M). These results were partially offset by a positive shift in the market value of the invested asset portfolio at FMTAC \$1.3M and higher revenue from E-ZPass administrative fees at B&T \$0.6M.			
Payroll	NR	0.7	0.2	Vacancies were mainly responsible for favorable variances of \$3.2M at the LIRR and \$1.4M at B&T. These results were partially offset by unfavorable variances of (\$2.2M) at NYCT mostly due to the timing of reimbursable work requirements and miscellaneous labor expenses, (\$0.9M) at MTA Bus due to a higher cash out of banked vacation, sick and personal time, and (\$0.8M) at MNR reflecting the reallocation of forces to operations coverage due to the rescheduling of capital projects as well as higher-than-budgeted holiday pay for represented employees.			<b>SAME</b>
Overtime	NR	(16.4)	(22.2)	The primary cause of the unfavorable variance was due to adverse weather and subway service delays of (\$12.2M) at NYCT. Other unfavorable outcomes included (\$1.6M) at MTAHQ due to higher MTA Police activity mainly supporting the Homeless Assistance Initiative, (\$1.4M) at the LIRR due to higher-than-budgeted requirements for vacancy/absentee coverage, unscheduled maintenance, and scheduled service, and (\$0.7M) at MNR mostly due to higher scheduled service and programmatic/routine maintenance. Other Agency variances were minor. (See Overtime Decomposition Report for more details)			<b>AS</b>
Health and Welfare	NR	3.2	2.9	Higher vacancies and timing were responsible for favorable variances of \$1.2M at the LIRR, \$0.9M at MTA HQ and \$0.6M at B&T. Other Agency variances were minor.			<b>MONTH</b>
OPEB - Current Payment	NR	5.7	11.0	Timing was primarily responsible for the favorable variance of \$3.9M at NYCT and \$0.5M at MTA Bus. The LIRR was favorable by \$1.3M due mainly to fewer retirees.			
Pensions	NR	1.5	1.4	Timing and lower rates were mainly responsible for favorable variances of \$1.7M at NYCT and \$1.5M at MTA HQ. Additionally, the variance includes an unfavorable (\$2.0M) in budgeted pension adjustments that have not yet been booked. Other Agency variances were minor.			

**METROPOLITAN TRANSPORTATION AUTHORITY  
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET  
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS  
January 2018  
(\$ in millions)**

Generic Revenue or Expense Category	Nonreimb or Reimb	January		Reason for Variance	YEAR-TO-DATE	
		Favorable (Unfavorable)			Favorable (Unfavorable)	Reason for Variance
		\$	%		\$	%
Other Fringe Benefits	NR	(7.3)	(9.1)	The LIRR was unfavorable by (\$4.6M) due to higher Federal Employers Liability Act (FELA) indemnity reserve requirements and Railroad Retirement taxes. NYCT was unfavorable by (\$4.2M) mainly due to lower overhead credits resulting from reimbursable payroll underruns. These results were partially offset by a favorable variance of \$1.1M at MTA Bus due to timing.		
Reimbursable Overhead	NR	(7.2)	(22.6)	Changes in project activity assumptions were mainly responsible for unfavorable variances of (\$4.8M) at MTAHQ and (\$3.4M) at NYCT, as well as the favorable variance of \$1.7M at the LIRR.		
Electric Power	NR	3.2	7.2	A mix of lower rates, consumption, and timing was responsible for the favorable variances of \$1.4M at NYCT, \$0.7M at MNR, and \$0.5M at the LIRR. Other Agency variances were minor.		<b>SAME</b>
Fuel	NR	(2.6)	(18.3)	Higher prices and consumption were responsible for the unfavorable variance of (\$1.8M) at NYCT. Other agency variances were minor.		<b>AS</b>
Insurance	NR	2.6	*	Timing was responsible for a favorable variance of \$2.4M at FMTAC. Other agency variances were minor.		<b>MONTH</b>
Claims	NR	(9.1)	(33.9)	Claim losses exceeded forecasts by (\$4.1M) at FMTAC, (\$3.0M) at MTAHQ, and (\$2.4M) at MTA Bus.		
Paratransit Service Contracts	NR	0.4	1.3	Lower expenses due to fewer trips.		
Maintenance and Other Operating Contracts	NR	5.6	10.3	The overall favorable result was mainly attributable to timing: \$4.5M at B&T primarily for the E-ZPass Customer Service Center and routine/major maintenance; \$3.7M at MTAHQ mainly for maintenance and services at 2 Broadway; \$2.6M at MNR for various maintenance contracts and lower ferry service costs; and \$1.6M at MTA Bus due to delays in shop programs and new Bus Technology. These results were partially offset by an unfavorable variance of (\$6.7M) at NYCT primarily for maintenance & repair expenses.		
Professional Service Contracts	NR	15.8	38.0	The overall favorable result was mainly attributable to timing: \$7.2M at NYCT due to bond and engineering services and office and IT-related expenses; \$2.7M at MTAHQ due to IT, the Grade Crossing Project, MTA PD new recruit payments, procurement, 2 Broadway expenses and a misclassification of labor recoveries that will be corrected in February; \$2.5M at MNR for engineering, consulting, ridership analysis, legal fees, medical services and training; \$1.5M at B&T due to bond issuance costs and engineering services; \$1.1M at the LIRR due to MTA chargebacks, Enterprise Asset Management and rolling stock decommissioning; and \$0.7M at MTA Bus due to MTA interagency billings and Select Bus Service eagle teams.		

**METROPOLITAN TRANSPORTATION AUTHORITY  
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET  
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS  
January 2018  
(\$ in millions)**

Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable)		Reason for Variance	Favorable (Unfavorable)		Reason for Variance
		\$	%		\$	%	
Materials & Supplies	NR	5.8	11.2	Changes in project activity levels and maintenance material requirements, as well as timing, contributed to the favorable results of \$4.7M at the LIRR (mostly for fleet modifications and Reliability Centered Maintenance [RCM] activities), \$1.7M at MTA Bus (timing of costs related to the new fare payment system and SBS Routes), and \$1.7M at NYCT (timing). Partially offsetting these results was an unfavorable variance of (\$2.6M) at MNR attributable to higher RCM activity requirements.			
Other Business Expenses	NR	(1.7)	(7.6)	MTAHQ was (\$2.8M) unfavorable due to the timing of expenses associated with the Truck Toll Reduction Program. NYCT was (\$1.6M) unfavorable due to higher MetroCard Vending Machine (MVM) credit card charges and various unfavorable miscellaneous charges. These results were partially offset by favorable variances of \$0.9M at B&T due to timing; \$0.5M at MNR due to lower subsidy payments to NJT for West-of-Hudson operations; \$0.5M at the LIRR due to higher restitution of property damages and the timing of bad debt reserves; and \$0.5M at FMTAC due to lower incurred general & administrative, commissions, and safety loss control expenses.			<b>SAME  AS  MONTH</b>
Other Expense Adjustments	NR	0.9	24.4	Variance due to timing differences in project completions.			
Depreciation	NR	(8.3)	(3.9)	Timing differences in project completions and assets reaching beneficial use resulted in unfavorable variances of (\$10.4M) at NYCT, and (\$3.3M) at B&T, that was partially offset by favorable variances of \$3.6M at MTAHQ, \$1.4M at MNR, and \$0.7M at the LIRR.			
OPEB Liability Adjustment	NR	2.2	6.3	The GASB adjustment reflects the value associated with the unfunded accrued liability for post employment health benefits. MTA Bus was favorable by \$1.8M. Other Agency variances were minor.			
GASB 68 Pension Adjustment	NR	4.0	100.0	Reflects Agencies' adjustments to account for net pension liability. MTA Bus was favorable by \$4.0M.			
<b>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.</b>							
Capital & Other Reimbursements	R	(31.3)	(17.9)	Unfavorable variances: (\$19.7M) at NYCT, (\$8.6M) at MNR, (\$6.2M) at MTAHQ, (\$2.2M) at MTA CC, and (\$0.8M) at B&T. Favorable variance: \$6.4M at the LIRR.			
Payroll	R	9.4	15.6	Favorable variances: \$7.6M at NYCT and \$0.8M at MTA CC. Other Agency variances were minor.			

**METROPOLITAN TRANSPORTATION AUTHORITY  
 FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET  
 EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS  
 January 2018  
 (\$ in millions)**

Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable)		Reason for Variance	Favorable (Unfavorable)		Reason for Variance
		\$	%		\$	%	
Overtime	R	(2.2)	(16.2)	Unfavorable variances: (\$1.4M) at the LIRR, (\$0.7M) at NYCT, and (\$0.5M) at MTAHQ. Other Agency variances were minor. (See Overtime Decomposition Report for more details)			
Health and Welfare	R	(0.1)	(1.2)	Agency variances were minor.			
OPEB Current Payment	R	0.1	10.1	Agency variances were minor.			<b>SAME</b>
Pensions	R	0.4	5.2	Agency variances were minor.			<b>SAME</b>
Other Fringe Benefits	R	2.8	13.7	Favorable variance: \$2.8M at the NYCT. Unfavorable variance: (\$0.5M) at the LIRR.			<b>AS</b>
Reimbursable Overhead	R	8.5	25.8	Favorable variances: \$6.4M at MTAHQ and \$3.4M at NYCT. Unfavorable variance: (\$1.7M) at the LIRR.			<b>MONTH</b>
Insurance	R	0.1	14.0	Agency variances were minor.			<b>MONTH</b>
Maintenance and Other Operating Contracts	R	3.9	49.0	Favorable variance: \$3.1M at NYCT. Other Agency variances were minor.			
Professional Service Contracts	R	5.7	59.3	Favorable variances: \$3.7M at MNR and \$2.1M at NYCT. Other Agency variances were minor.			
Materials & Supplies	R	2.8	22.3	Favorable variances: \$3.5M at MNR and \$1.7M at NYCT. Unfavorable variance: (\$2.4M) at the LIRR.			<b>SAME</b>
Other Business Expenses	R	(0.2)	(79.5)	Agency variances were minor.			<b>AS</b>
Subsidies	NR	166.5	>100	The favorable variance of \$166.5M was mainly due to higher-than-budgeted accruals for Payroll Mobility Taxes (\$145.0M) and City Subsidy to MTA Bus (\$10.2M), both attributable to timing, and also to higher Urban Tax transactions (\$7.4M) in New York City.			<b>MONTH</b>
Debt Service	NR	10.9	4.8	Favorable variance of \$10.9M mainly attributed to timing of debt service deposits.			

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Overtime Decomposition Report**  
**Adopted Budget vs. Actuals**  
**January 2018**

The attached table presents consolidated results of overtime followed by an overtime legend.

For detailed overtime results please refer to the Agency reports located in the financial reporting sections of Agency operating committee agendas.

Below is a summary of the major consolidated variances for January 2018 (year-to-date).

**2018 OVERTIME REPORTING - PRELIMINARY JANUARY RESULTS (NON-REIMBURSABLE)**

**Month**

Total overtime was (\$16.4M), or (22.2%), unfavorable to the Adopted Budget.

Weather Emergencies was (\$10.0M) unfavorable, mostly due to a winter storm on January 4<sup>th</sup> at NYCT (\$9.0M) and MTA Bus (\$0.6M).

*Unscheduled Service* was (\$4.4M) unfavorable, primarily reflecting subway service delays at NYCT (\$3.7M) and increased running time caused by traffic congestion at MTA Bus (\$0.7M).

*Programmatic/Routine Maintenance* was (\$2.5M) unfavorable, primarily reflecting an unfavorable result at NYCT (\$1.9M), and increased infrastructure and facility maintenance in Maintenance of Way due to cold winter weather at MNR (\$0.5M).

Safety/Security/Law Enforcement was (\$1.5M) unfavorable, mostly due to mandated deployment of the MTAPD for the Homeless Assistance Program at MTAHQ (\$1.5M).

Other was \$1.5M favorable, mostly due to NYCT, \$1.1M, and timing differences related to payroll and calendar cutoff dates at MNR, \$0.7M.

*Scheduled Service* was \$0.6M favorable, primarily due to NYCT, \$1.1M. This result was partially offset by higher service coverage and train dispatch needs at MNR (\$0.5M).

**REIMBURSABLE**

*Reimbursable Overtime* exceeded the forecast by (\$2.2M), reflecting Main Line double-track work, East Rail Yard and the Annual Track program at the LIRR (\$1.4M); NYCT (\$0.7M); and higher police coverage and patrols due to the littering initiative and other reimbursable work at MTAHQ (\$0.5M).

**METROPOLITAN TRANSPORTATION AUTHORITY  
Overtime Decomposition Report  
Adopted Budget vs. Actuals  
January 2018**

**YTD**

Same as month

**Metropolitan Transportation Authority  
2018 February Financial Plan  
Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	January			January Year-to-Date		
	Adopted Budget	Actuals	Var. - Fav./(Unfav)	Adopted Budget	Actuals	Var. - Fav./(Unfav)
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	\$22.0	\$21.3	\$0.6 2.8%	\$22.0	\$21.3	\$0.6 2.8%
<u>Unscheduled Service</u>	\$11.2	\$15.6	(\$4.4) (39.3%)	\$11.2	\$15.6	(\$4.4) (39.3%)
<u>Programmatic/Routine Maintenance</u>	\$18.8	\$21.3	(\$2.5) (13.5%)	\$18.8	\$21.3	(\$2.5) (13.5%)
<u>Unscheduled Maintenance</u>	\$0.2	\$0.2	(\$0.1) (45.4%)	\$0.2	\$0.2	(\$0.1) (45.4%)
<u>Vacancy/Absentee Coverage</u>	\$7.6	\$7.6	(\$0.1) (0.7%)	\$7.6	\$7.6	(\$0.1) (0.7%)
<u>Weather Emergencies</u>	\$10.9	\$20.9	(\$10.0) (92.2%)	\$10.9	\$20.9	(\$10.0) (92.2%)
<u>Safety/Security/Law Enforcement</u>	\$0.9	\$2.4	(\$1.5) (162.1%)	\$0.9	\$2.4	(\$1.5) (162.1%)
<u>Other</u>	\$2.7	\$1.2	\$1.5 55.1%	\$2.7	\$1.2	\$1.5 55.1%
Subtotal	\$74.2	\$90.7	(\$16.4) (22.2%)	\$74.2	\$90.7	(\$16.4) (22.2%)
<b>REIMBURSABLE OVERTIME</b>	\$13.6	\$15.8	(\$2.2) (16.2%)	\$13.6	\$15.8	(\$2.2) (16.2%)
<b>TOTAL OVERTIME</b>	<b>\$87.8</b>	<b>\$106.4</b>	<b>(\$18.6)</b> <b>(21.2%)</b>	<b>\$87.8</b>	<b>\$106.4</b>	<b>(\$18.6)</b> <b>(21.2%)</b>

\* Exceeds 100%

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

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2018 Overtime Reporting**  
**Overtime Legend**

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

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2018 Adopted Budget**  
**Consolidated Accrual Subsidy Detail**  
**January 2018**  
(\$ in millions)

	Current Month			Year-to-Date		
	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance
<b>Accrued Subsidies:</b>						
<i>Dedicated Taxes</i>						
Mass Transportation Operating Assistance Fund (MMTOA)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Petroleum Business Tax	0.0	-	-	0.0	-	-
MRT 1 (Gross)	26.8	28.0	1.2	26.8	28.0	1.2
MRT 2 (Gross)	12.4	11.5	(0.9)	12.4	11.5	(0.9)
Urban Tax	44.0	51.4	7.4	44.0	51.4	7.4
	<b>\$83.2</b>	<b>\$90.9</b>	<b>\$7.7</b>	<b>\$83.2</b>	<b>\$90.9</b>	<b>\$7.7</b>
<i>New State Taxes and Fees</i>						
Payroll Mobility Taxes	-	145.0	145.0	-	145.0	145.0
Payroll Mobility Tax Replacement Funds	-	-	-	-	-	-
MTA Aid Taxes <sup>1</sup>	-	-	-	-	-	-
	<b>\$0.0</b>	<b>\$145.0</b>	<b>\$145.0</b>	<b>\$0.0</b>	<b>\$145.0</b>	<b>\$145.0</b>
<i>State and Local Subsidies</i>						
NYS Operating Assistance	-	-	-	-	-	-
NYC and Local 18b:						
New York City	-	-	-	-	-	-
Nassau County	-	-	-	-	-	-
Suffolk County	-	-	-	-	-	-
Westchester County	-	-	-	-	-	-
Putnam County	-	-	-	-	-	-
Dutchess County	-	-	-	-	-	-
Orange County	-	-	-	-	-	-
Rockland County	-	-	-	-	-	-
CDOT Subsidies	12.2	16.1	4.0	12.2	16.1	4.0
Station Maintenance	14.2	13.8	(0.4)	14.2	13.8	(0.4)
	<b>\$26.4</b>	<b>\$30.0</b>	<b>\$3.6</b>	<b>\$26.4</b>	<b>\$30.0</b>	<b>\$3.6</b>
<b>Sub-total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$109.6</b>	<b>\$265.9</b>	<b>\$156.3</b>	<b>\$109.6</b>	<b>\$265.9</b>	<b>\$156.3</b>
City Subsidy to MTA Bus	40.8	51.0	10.2	40.8	51.0	10.2
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$150.4</b>	<b>\$317.0</b>	<b>\$166.5</b>	<b>\$150.4</b>	<b>\$317.0</b>	<b>\$166.5</b>
<i>Inter-Agency Subsidy Transactions</i>						
B&T Operating Surplus Transfer	41.5	-	(41.5)	41.5	-	(41.5)
	<b>\$41.5</b>	<b>\$0.0</b>	<b>(\$41.5)</b>	<b>\$41.5</b>	<b>\$0.0</b>	<b>(\$41.5)</b>
<b>Total Accrued Subsidies</b>	<b>\$191.9</b>	<b>\$317.0</b>	<b>\$125.0</b>	<b>\$191.9</b>	<b>\$317.0</b>	<b>\$125.0</b>

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

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2018 Adopted Budget**  
**Consolidated Accrual Subsidy Detail**  
**Explanation of Variances**  
(\$ in millions)

**January 2018**

Accrued Subsidies	Variance \$	Variance %	Explanations
MRT(b) 1 (Gross)	1.2	4.6%	MRT-1 transactions were above budget for the month and year-to-date due to favorable MRT-1 activity.
MRT(b) 2 (Gross)	(0.9)	-7.2%	MRT-2 transactions were below budget for the month and year-to-date to lower-than-budgeted MRT-2 activity.
Urban Tax	7.4	16.8%	The favorable variances for the month and year-to-date were primarily due to higher-than-budgeted real estate transactions in New York City.
Payroll Mobility Taxes	145.0	> 100%	The favorable accrual variance for the month and year-to-date were due to the timing of accruals by MTA Accounting.
CDOT Subsidies	4.0	32.5%	The favorable variance was due primarily to timing.
City Subsidy to MTA Bus	10.2	38.8%	Variance was mostly timing related. Drawdowns are related to the timing of cash obligations for MTA Bus.
B&T Operating Surplus Transfer	(41.5)	-100.0%	The unfavorable variance was due to the timing of accruals.

**Year-to-Date**

Accrued Subsidies	Variance \$	Variance %	Explanations
MRT(b) 1 (Gross)	1.2	4.6%	See explanation for the month.
MRT(b) 2 (Gross)	(0.9)	-7.2%	See explanation for the month.
Urban Tax	7.4	16.8%	See explanation for the month.
Payroll Mobility Taxes	145.0	> 100%	See explanation for the month.
CDOT Subsidies	4.0	32.5%	See explanation for the month.
City Subsidy to MTA Bus	10.2	38.8%	See explanation for the month.
B&T Operating Surplus Transfer	(41.5)	-100.0%	See explanation for the month.

METROPOLITAN TRANSPORTATION AUTHORITY  
February Financial Plan - 2018 Adopted Budget  
Cash Subsidy Detail by Agency  
(\$ in millions)

January 2018

Cash Subsidies:	NYC Transit			Commuter Railroads			SIR			MTA Bus			MTAHQ			TOTAL		
	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance
<b>Dedicated Taxes</b>																		
MMTOA <sup>(a)</sup>	\$0.0	0.0	0.0	\$0.0	0.0	0.0	\$0.0	0.0	0.0	\$0.0	0.0	0.0	\$0.0	0.0	0.0	\$0.0	0.0	0.0
Petroleum Business Tax	53.3	50.2	(3.1)	9.4	8.9	(0.5)	-	-	-	-	-	-	-	-	-	62.7	59.1	(3.6)
MRT <sup>(b)</sup> 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	26.8	25.1	(1.7)	26.8	25.1	(1.7)
MRT <sup>(b)</sup> 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	12.4	11.0	(1.4)	12.4	11.0	(1.4)
Urban Tax	44.0	43.0	(1.0)	-	-	-	-	-	-	-	-	-	-	-	-	44.0	43.0	(1.0)
	<b>\$97.3</b>	<b>\$93.2</b>	<b>(\$4.1)</b>	<b>\$9.4</b>	<b>\$8.9</b>	<b>(\$0.5)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$39.2</b>	<b>\$36.1</b>	<b>(\$3.1)</b>	<b>\$146.0</b>	<b>\$138.2</b>	<b>(\$7.7)</b>
<b>New State Taxes and Fees</b>																		
Payroll Mobility Tax	72.2	72.4	0.2	30.1	30.2	0.1	-	-	-	-	-	-	42.3	42.4	0.1	144.6	145.0	0.4
Payroll Mobility Tax Replacement Funds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
MTA Aid <sup>(c)</sup>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
	<b>\$72.2</b>	<b>\$72.4</b>	<b>\$0.2</b>	<b>\$30.1</b>	<b>\$30.2</b>	<b>\$0.1</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$42.3</b>	<b>\$42.4</b>	<b>\$0.1</b>	<b>\$144.6</b>	<b>\$145.0</b>	<b>\$0.4</b>
<b>State and Local Subsidies</b>																		
NYS Operating Assistance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
NYC and Local 18b:																		
New York City	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Nassau County	-	-	-	-	2.9	2.9	-	-	-	-	-	-	-	-	-	0.0	2.9	2.9
Suffolk County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Westchester County	-	-	-	-	1.8	1.8	-	-	-	-	-	-	-	-	-	0.0	1.8	1.8
Putnam County	-	-	-	-	0.1	0.1	-	-	-	-	-	-	-	-	-	0.0	0.1	0.1
Dutchess County	-	-	-	-	0.1	0.1	-	-	-	-	-	-	-	-	-	0.0	0.1	0.1
Orange County	-	-	-	-	0.0	0.0	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Rockland County	-	-	-	-	0.0	0.0	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
CDOT Subsidies	-	-	-	12.2	16.6	4.4	-	-	-	-	-	-	-	-	-	12.2	16.6	4.4
	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$12.2</b>	<b>\$21.6</b>	<b>\$9.4</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$12.2</b>	<b>\$21.6</b>	<b>\$9.4</b>
<b>Sub-total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$169.5</b>	<b>\$165.6</b>	<b>(\$3.9)</b>	<b>\$51.7</b>	<b>\$60.7</b>	<b>\$9.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$81.5</b>	<b>\$78.5</b>	<b>(\$3.0)</b>	<b>\$302.7</b>	<b>\$304.8</b>	<b>\$2.1</b>
City Subsidy to MTA Bus	-	-	-	-	-	-	-	-	-	54.4	18.5	(35.9)	-	-	-	54.4	18.5	(35.9)
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$169.5</b>	<b>\$165.6</b>	<b>(\$3.9)</b>	<b>\$51.7</b>	<b>\$60.7</b>	<b>\$9.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$54.4</b>	<b>\$18.5</b>	<b>(\$35.9)</b>	<b>\$81.5</b>	<b>\$78.5</b>	<b>(\$3.0)</b>	<b>\$357.2</b>	<b>\$323.3</b>	<b>(\$33.9)</b>
<b>Inter-Agency Subsidy Transactions</b>																		
B&T Operating Surplus Transfer	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Total Cash Subsidies</b>	<b>\$169.5</b>	<b>\$165.6</b>	<b>(\$3.9)</b>	<b>\$51.7</b>	<b>\$60.7</b>	<b>\$9.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$54.4</b>	<b>\$18.5</b>	<b>(\$35.9)</b>	<b>\$81.5</b>	<b>\$78.5</b>	<b>(\$3.0)</b>	<b>\$357.2</b>	<b>\$323.3</b>	<b>(\$33.9)</b>

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

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2018 Adopted Budget**  
**Cash Subsidy Detail by Agency**  
(\$ in millions)

Year-to-Date

	NYC Transit			Commuter Railroads			SIR			MTA Bus			MTAHQ			TOTAL		
	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance
<b>Cash Subsidies:</b>																		
<b>Dedicated Taxes</b>																		
MMTOA <sup>(1)</sup>	\$0.0	0.0	0.0	\$0.0	0.0	0.0	\$0.0	0.0	0.0	\$0.0	\$0.0	0.0	\$0.0	\$0.0	0.0	\$0.0	\$0.0	0.0
Petroleum Business Tax	53.3	50.2	(3.1)	9.4	8.9	(0.5)	-	-	-	-	-	-	-	-	-	62.7	59.1	(3.6)
MRT <sup>(2)</sup> 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	26.8	25.1	(1.7)	26.8	25.1	(1.7)
MRT <sup>(2)</sup> 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	12.4	11.0	(1.4)	12.4	11.0	(1.4)
Other MRT <sup>(2)</sup> Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Urban Tax	44.0	43.0	(1.0)	-	-	-	-	-	-	-	-	-	-	-	-	44.0	43.0	(1.0)
	<b>\$97.3</b>	<b>\$93.2</b>	<b>(\$4.1)</b>	<b>\$9.4</b>	<b>\$8.9</b>	<b>(\$0.5)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$39.2</b>	<b>\$36.1</b>	<b>(\$3.1)</b>	<b>\$146.0</b>	<b>\$138.2</b>	<b>(\$7.7)</b>
<b>New State Taxes and Fees</b>																		
Payroll Mobility Tax	72.2	72.4	0.2	30.1	30.2	0.1	-	-	-	-	-	-	42.3	42.4	0.1	144.6	145.0	0.4
Payroll Mobility Tax Replacement Funds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
MTA Aid <sup>(3)</sup>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
	<b>\$72.2</b>	<b>\$72.4</b>	<b>\$0.2</b>	<b>\$30.1</b>	<b>\$30.2</b>	<b>\$0.1</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$42.3</b>	<b>\$42.4</b>	<b>\$0.1</b>	<b>\$144.6</b>	<b>\$145.0</b>	<b>\$0.4</b>
<b>State and Local Subsidies</b>																		
NYS Operating Assistance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
NYC and Local 18b:																		
New York City	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Nassau County	-	-	-	-	2.9	2.9	-	-	-	-	-	-	-	-	-	0.0	2.9	2.9
Suffolk County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Westchester County	-	-	-	-	1.8	1.8	-	-	-	-	-	-	-	-	-	0.0	1.8	1.8
Putnam County	-	-	-	-	0.1	0.1	-	-	-	-	-	-	-	-	-	0.0	0.1	0.1
Dutchess County	-	-	-	-	0.1	0.1	-	-	-	-	-	-	-	-	-	0.0	0.1	0.1
Orange County	-	-	-	-	0.0	0.0	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Rockland County	-	-	-	-	0.0	0.0	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
CDOT Subsidies	-	-	-	12.2	16.6	4.4	-	-	-	-	-	-	-	-	-	12.2	16.6	4.4
Station Maintenance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Inter-Agency Loan	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
NYCT Charge Back of MTA Bus Debt Service	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
Pay-As-You Go Capital	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$12.2</b>	<b>\$21.6</b>	<b>\$9.4</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$12.2</b>	<b>\$21.6</b>	<b>\$9.4</b>
<b>Sub-total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$169.5</b>	<b>\$165.6</b>	<b>(\$3.9)</b>	<b>\$51.7</b>	<b>\$60.7</b>	<b>\$9.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$81.5</b>	<b>\$78.5</b>	<b>(\$3.0)</b>	<b>\$302.7</b>	<b>\$304.8</b>	<b>\$2.1</b>
City Subsidy to MTA Bus	-	-	-	-	-	-	-	-	-	\$54.4	18.5	(35.9)	-	-	-	54.4	18.5	(35.9)
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$169.5</b>	<b>\$165.6</b>	<b>(\$3.9)</b>	<b>\$51.7</b>	<b>\$60.7</b>	<b>\$9.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$54.4</b>	<b>\$18.5</b>	<b>(\$35.9)</b>	<b>\$81.5</b>	<b>\$78.5</b>	<b>(\$3.0)</b>	<b>\$357.2</b>	<b>\$323.3</b>	<b>(\$33.9)</b>
<b>Inter-Agency Subsidy Transactions</b>																		
B&T Operating Surplus Transfer	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	0.0
	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Total Cash Subsidies</b>	<b>\$169.5</b>	<b>\$165.6</b>	<b>(\$3.9)</b>	<b>\$51.7</b>	<b>\$60.7</b>	<b>\$9.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$54.4</b>	<b>\$18.5</b>	<b>(\$35.9)</b>	<b>\$81.5</b>	<b>\$78.5</b>	<b>(\$3.0)</b>	<b>\$357.2</b>	<b>\$323.3</b>	<b>(\$33.9)</b>

<sup>1</sup> Metropolitan Mass Transportation Operating Assistance Fund  
<sup>2</sup> License, Vehicle Registration, Taxi and Auto Rental Fees  
Note: Differences are due to rounding.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2018 Adopted Budget**  
**Consolidated Subsidy Cash**  
**Explanation of Variances**  
(\$ in millions)

**January 2018**

Cash Subsidies	Variance \$	Variance %	Explanations
Petroleum Business Tax	(3.6)	-5.8%	The favorable variance for the month and YTD was mostly timing-related.
MRT <sup>(b)</sup> 1 (Gross)	(1.7)	-6.3%	The variance was below the budget for the month and YTD due to lower-than-expected MRT-1 cash receipts.
MRT <sup>(b)</sup> 2 (Gross)	(1.4)	-11.5%	The variance was below the budget for the month and YTD due to lower-than-expected MRT-2 cash receipts.
Westchester County	1.8	>100%	The favorable variance was primarily due to timing of receipt of payment.
Dutchess County	0.1	>100%	The favorable variance was primarily due to timing of receipt of payment.
CDOT Subsidies	4.4	36.5%	The favorable variance was primarily due to timing.
City Subsidy to MTA Bus	(35.9)	-66.0%	The unfavorable variance was mostly timing related. The 3rd Quarter 2017 break-even (\$24.0 million) payment was received in December of 2017 which was earlier than budgeted. This was offset by unfavorable receipts for January 2018 of (\$11.5 million), due to timing.

**Year-to-Date**

Cash Subsidies	Variance \$	Variance %	Explanations
Petroleum Business Tax	(3.6)	-5.8%	See explanation for the month.
MRT <sup>(b)</sup> 1 (Gross)	(1.7)	-6.3%	See explanation for the month.
MRT <sup>(b)</sup> 2 (Gross)	(1.4)	-11.5%	See explanation for the month.
Westchester County	1.8	>100%	See explanation for the month.
Dutchess County	0.1	>100%	See explanation for the month.
CDOT Subsidies	4.4	36.5%	See explanation for the month.
City Subsidy to MTA Bus	(35.9)	-66.0%	See explanation for the month.

(millions)

	<u>Current Month Stabilization Fund</u>			<u>Year to Date Stabilization Fund</u>		
	<u>Commuter</u>	<u>Transit</u>	<u>Total</u>	<u>Commuter</u>	<u>Transit</u>	<u>Total</u>
	<u>(General Fd)</u>	<u>(TA Stab)</u>		<u>(General Fd)</u>	<u>(TA Stab)</u>	
From Date:	02/01/18	02/01/18	02/01/18	01/01/18	01/01/18	01/01/18
To Date:	02/28/18	02/28/18	02/28/18	02/28/18	02/28/18	02/28/18
<b>Opening Balance</b>	-\$31.319	\$140.889	\$109.570	\$37.609	\$180.101	\$217.710
<b>RECEIPTS</b>						
Interest Earnings	-0.019	0.190	0.170	0.003	0.368	0.371
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	0.698	0.698	0.000	1.442	1.442
<b>New York State</b>						
State and regional mass transit taxes - MMTOA	0.000	0.000	0.000	0.000	0.000	0.000
MTTF New York State	7.395	41.905	49.300	16.260	92.140	108.400
Total Dedicated Taxes Received	7.395	41.905	49.300	16.260	92.140	108.400
Less DTF Debt Service	6.949	33.120	40.069	13.999	66.723	80.722
Net Dedicated Taxes for Operations	0.446	8.785	9.231	2.261	25.417	27.678
Payroll Mobility Tax	82.250	267.750	350.000	152.750	497.250	650.000
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	\$82.696	\$276.535	\$359.231	\$155.011	\$522.667	\$677.678
<b>Local</b>						
Dutchess County						
Operating Assistance - 18b	\$0.000	n/a	\$0.000	\$0.095	n/a	\$0.095
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Nassau County						
Operating Assistance - 18b	0.000	n/a	0.000	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	51.372	51.372	n/a	94.381	94.381
Additional Assistance New York City	n/a	0.000	0.000	n/a	0.000	0.000
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Orange County						
Operating Assistance - 18b	0.000	n/a	0.000	0.037	n/a	0.037
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Putnam County						
Operating Assistance - 18b	0.000	n/a	0.000	0.095	n/a	0.095
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Rockland County						
Operating Assistance - 18b	0.000	n/a	0.000	0.007	n/a	0.007
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Suffolk County						
Operating Assistance - 18b	1.879	n/a	1.879	1.879	n/a	1.879
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Westchester County						
Operating Assistance - 18b	0.000	n/a	0.000	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:	02/01/18	02/01/18	02/01/18	01/01/18	01/01/18	01/01/18
To Date:	02/28/18	02/28/18	02/28/18	02/28/18	02/28/18	02/28/18
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Total - Local	\$1.879	\$51.372	\$53.252	\$6.845	\$94.381	\$101.226

(millions)

	<u>Current Month Stabilization Fund</u>			<u>Year to Date Stabilization Fund</u>		
	<u>Commuter</u>	<u>Transit</u>	<u>Total</u>	<u>Commuter</u>	<u>Transit</u>	<u>Total</u>
	<u>(General Fd)</u>	<u>(TA Stab)</u>		<u>(General Fd)</u>	<u>(TA Stab)</u>	
From Date:	02/01/18	02/01/18	02/01/18	01/01/18	01/01/18	01/01/18
To Date:	02/28/18	02/28/18	02/28/18	02/28/18	02/28/18	02/28/18
<b><u>MTA Bridges and Tunnels- Surplus Transfers</u></b>	92.615	61.922	154.537	92.615	61.922	154.537
Total Subsidy and Other Receipts	\$177.190	\$389.829	\$567.019	\$254.471	\$678.970	\$933.441
<b><u>MTA Sources for Interagency Loans</u></b>						
Retro Payment Reserve - Fund#1302	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
MTA Capital Program - Non-Resolution Funds	0.000	0.000	0.000	0.000	0.000	0.000
MRT-2 Corporate Account	0.000	0.000	0.000	0.000	0.000	0.000
Transfer from fund 1030 (NYCTA Op Fund)	0.000	0.000	0.000	0.000	0.000	0.000
Total Loans	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Receipts and Loans Received</b>	<b>\$177.171</b>	<b>\$390.717</b>	<b>\$567.888</b>	<b>\$254.474</b>	<b>\$680.780</b>	<b>\$935.254</b>

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(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:	02/01/18	02/01/18	02/01/18	01/01/18	01/01/18	01/01/18
To Date:	02/28/18	02/28/18	02/28/18	02/28/18	02/28/18	02/28/18
<b><u>Brought forward from prior page</u></b>						
Opening Balance	-\$31.319	\$140.889	\$109.570	\$37.609	\$180.101	\$217.710
Total Receipts and Loans Received	177.171	390.717	567.888	254.474	680.780	935.254
Total Cash and Receipts Available	\$145.852	\$531.606	\$677.458	\$292.083	\$860.881	\$1,152.964
<b><u>DISBURSEMENTS</u></b>						
Revenue Supported Debt Service	52.472	82.745	135.218	101.826	160.597	262.423
<b><u>Agency Operations</u></b>						
MTA Long Island Railroad	62.421	0.000	62.421	122.344	0.000	122.344
MTA Metro-North Rail Road	21.581	0.000	21.581	58.536	0.000	58.536
MTA New York City Transit	0.000	400.698	400.698	0.000	651.442	651.442
MTA NYCT for SIRTOA	0.000	0.000	0.000	0.000	0.680	0.680
MTA Bond Admin Cost	1.517	2.469	3.986	1.517	2.469	3.986
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	\$137.992	\$485.912	\$623.904	\$284.223	\$815.188	\$1,099.411
<b><u>Repayment of Interagency Loans</u></b>						
Payback - Trans Non-bond - Fd#1028	0.000	0.000	0.000	0.000	0.000	0.000
Transfer to Fund 1030 (NYCTA Op Fund)	0.000	0.000	0.000	0.000	0.000	0.000
MRT-2 Corporate Account	0.000	0.000	0.000	0.000	0.000	0.000
2012 OPEB Loan	0.000	0.000	0.000	0.000	0.000	0.000
Total Loans Payback	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Disbursements	\$137.992	\$485.912	\$623.904	\$284.223	\$815.188	\$1,099.411
<b><u>STABILIZATION FUND BALANCE</u></b>	\$7.860	\$45.694	\$53.554	\$7.860	\$45.694	\$53.554
<b><u>Ending Loan Balances</u></b>						
B&T Necessary Reconstruction Reserve	0.000	0.000	0.000	0.000	0.000	0.000
MTA Capital Program - Non-Resolution Funds	0.000	0.000	0.000	0.000	0.000	0.000
MRT-2 Corporate Account	0.000	0.000	0.000	0.000	0.000	0.000
2012 OPEB Loan	0.000	0.000	0.000	0.000	0.000	0.000
	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b><u>End of Month NYCT Operating Fund borrowing from MTA Invest Pool not included in Ending Loan Balances above</u></b>	n/a	-\$61.081	-\$61.081	n/a	-\$61.081	-\$61.081
<b><u>Total Loan Balances (including negative Operating and negative Stabilization Fund Balances)</u></b>				-\$7.860	-\$106.774	-\$114.634

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

**Debt Service  
January 2018**

(\$ in millions)

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

**Notes:**

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

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

**Debt Service**

**January 2018 Year-to-Date**

(\$ in millions)

	<b>Adopted Budget</b>	<b>Actual</b>	<b>Variance</b>	<b>% Var</b>	<b>Explanation</b>
Dedicated Tax Fund:					
NYC Transit	\$34.0	\$33.6	\$0.4		
Commuter Railroads	6.9	7.1	(0.1)		
<b>Dedicated Tax Fund Subtotal</b>	<b>\$40.9</b>	<b>\$40.7</b>	<b>\$0.2</b>	<b>0.6%</b>	
MTA Transportation Revenue:					
NYC Transit	\$78.4	\$77.4	\$1.0		Same as monthly explanation.
Commuter Railroads	51.4	49.2	2.2		
MTA Bus	1.7	0.0	1.7		
SIRTOA	0.1	0.0	0.1		
<b>MTA Transportation Revenue Subtotal</b>	<b>\$131.6</b>	<b>\$126.7</b>	<b>\$5.0</b>	<b>3.8%</b>	
MTA Transportation Revenue BANs:					
NYC Transit	\$0.0	\$0.0	\$0.0		
Commuter Railroads	0.0	0.0	0.0		
MTA Bus	0.0	0.0	0.0		
<b>MTA Transp Revenue BANs Subtotal</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>0.0%</b>	
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)		
<b>2 Broadway COPs Subtotal</b>	<b>\$0.0</b>	<b>\$0.5</b>	<b>(\$0.5)</b>	<b>0.0%</b>	
TBTA General Resolution (2):					
NYC Transit	\$16.6	\$15.3	\$1.3		Same as monthly explanation.
Commuter Railroads	7.5	7.0	0.6		
Bridges & Tunnels	21.7	19.9	1.8		
<b>TBTA General Resolution Subtotal</b>	<b>\$45.9</b>	<b>\$42.2</b>	<b>\$3.7</b>	<b>8.0%</b>	
TBTA Subordinate (2):					
NYC Transit	\$5.5	\$4.1	\$1.4		Same as monthly explanation.
Commuter Railroads	2.5	1.8	0.6		
Bridges & Tunnels	2.1	1.5	0.5		
<b>TBTA Subordinate Subtotal</b>	<b>\$10.1</b>	<b>\$7.5</b>	<b>\$2.6</b>	<b>25.8%</b>	
<b>Total Debt Service</b>	<b>\$228.5</b>	<b>\$217.5</b>	<b>\$10.9</b>	<b>4.8%</b>	
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		
<b>Total Debt Service</b>	<b>\$228.5</b>	<b>\$217.5</b>	<b>\$10.9</b>	<b>4.8%</b>	

**Notes:**

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

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

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

Totals may not add due to rounding.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2018 Adopted Budget**  
**Total Positions by Function and Agency**  
**January 2018**

<b>Function/Agency</b>	<b>Adopted Budget</b>	<b>Actual</b>	<b>Variance Favorable/ (Unfavorable)</b>
<b>Administration</b>	<b>5,079</b>	<b>4,592</b>	<b>487</b>
NYC Transit	1,461	1,418	43
Long Island Rail Road	511	468	43
Metro-North Railroad	576	522	54
Bridges & Tunnels	92	84	8
Headquarters	2,248	1,943	305
Staten Island Railway	29	29	-
Capital Construction Company	16	16	-
Bus Company	146	112	34
<b>Operations</b>	<b>31,787</b>	<b>31,458</b>	<b>329</b>
NYC Transit	23,955	23,724	231
Long Island Rail Road	2,518	2,560	(42)
Metro-North Railroad	2,021	1,998	23
Bridges & Tunnels	586	471	115
Headquarters	-	-	-
Staten Island Railway	111	108	3
Capital Construction Company	-	-	-
Bus Company	2,596	2,597	(1)
<b>Maintenance</b>	<b>32,615</b>	<b>32,290</b>	<b>325</b>
NYC Transit	22,527	22,474	53
Long Island Rail Road	4,336	4,189	147
Metro-North Railroad	4,006	3,904	102
Bridges & Tunnels	382	377	5
Headquarters	-	-	-
Staten Island Railway	189	185	4
Capital Construction Company	-	-	-
Bus Company	1,175	1,161	14
<b>Engineering/Capital</b>	<b>2,171</b>	<b>2,066</b>	<b>105</b>
NYC Transit	1,368	1,422	(54)
Long Island Rail Road	214	184	30
Metro-North Railroad	120	110	10
Bridges & Tunnels	253	205	48
Headquarters	-	-	-
Staten Island Railway	14	9	5
Capital Construction Company	165	109	56
Bus Company	37	27	10
<b>Public Safety</b>	<b>1,848</b>	<b>1,769</b>	<b>79</b>
NYC Transit	660	646	14
Long Island Rail Road	-	-	-
Metro-North Railroad	-	-	-
Bridges & Tunnels	276	268	8
Headquarters	882	833	49
Staten Island Railway	-	-	-
Capital Construction Company	-	-	-
Bus Company	30	22	8
<b>Total Positions</b>	<b>73,500</b>	<b>72,175</b>	<b>1,325</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2018 Adopted Budget**  
**Total Positions by Function and Agency**  
**January 2018**

Category	Adopted Budget	Actual	Variance Favorable/ (Unfavorable)
<b>Total Positions</b>	<b>73,500</b>	<b>72,175</b>	<b>1,325</b>
NYC Transit	49,971	49,684	287
Long Island Rail Road	7,579	7,401	178
Metro-North Railroad	6,723	6,534	189
Bridges & Tunnels	1,589	1,405	184
Headquarters	3,130	2,776	354
Staten Island Railway	343	331	12
Capital Construction Company	181	125	56
Bus Company	3,984	3,919	65
<b>Non-reimbursable</b>	<b>65,725</b>	<b>65,421</b>	<b>378</b>
NYC Transit	44,554	45,006	(452)
Long Island Rail Road	6,289	6,233	56
Metro-North Railroad	6,117	5,936	181
Bridges & Tunnels	1,502	1,318	184
Headquarters	2,991	2,726	338
Staten Island Railway	329	322	7
Capital Construction Company	-	-	-
Bus Company	3,944	3,880	64
<b>Reimbursable</b>	<b>7,775</b>	<b>6,755</b>	<b>947</b>
NYC Transit	5,417	4,678	739
Long Island Rail Road	1,290	1,168	122
Metro-North Railroad	607	599	8
Bridges & Tunnels	87	87	-
Headquarters	139	50	16
Staten Island Railway	14	9	5
Capital Construction Company	181	125	56
Bus Company	40	39	1
<b>Total Full Time</b>	<b>73,283</b>	<b>71,940</b>	<b>1,343</b>
NYC Transit	49,770	49,461	309
Long Island Rail Road	7,579	7,401	178
Metro-North Railroad	6,722	6,533	189
Bridges & Tunnels	1,589	1,405	184
Headquarters	3,130	2,776	354
Staten Island Railway	343	331	12
Capital Construction Company	181	125	56
Bus Company	3,969	3,908	61
<b>Total Full-Time Equivalents</b>	<b>217</b>	<b>235</b>	<b>(18)</b>
NYC Transit	201	223	(22)
Long Island Rail Road	-	-	-
Metro-North Railroad	1	1	-
Bridges & Tunnels	-	-	-
Headquarters	-	-	-
Staten Island Railway	-	-	-
Capital Construction Company	-	-	-
Bus Company	15	11	4

Note: Totals may differ due to rounding

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**February Financial Plan - 2018 Adopted Budget**  
**Total Positions by Function and Occupational Group**  
**January 2018**

<b>FUNCTION/OCCUPATIONAL GROUP</b>	<b>Adopted Budget</b>	<b>Actual</b>	<b>Variance Favorable/ (Unfavorable)</b>
<b>Administration</b>	<b>5,079</b>	<b>4,592</b>	<b>487</b>
Managers/Supervisors	1,590	1,437	152
Professional, Technical, Clerical	3,350	3,020	330
Operational Hourlies	139	134	5
<b>Operations</b>	<b>31,787</b>	<b>31,458</b>	<b>329</b>
Managers/Supervisors	3,978	3,812	166
Professional, Technical, Clerical	880	850	30
Operational Hourlies	26,930	26,797	134
<b>Maintenance</b>	<b>32,615</b>	<b>32,290</b>	<b>325</b>
Managers/Supervisors	5,766	5,666	100
Professional, Technical, Clerical	2,041	1,885	157
Operational Hourlies	24,808	24,740	69
<b>Engineering/Capital</b>	<b>2,171</b>	<b>2,066</b>	<b>105</b>
Managers/Supervisors	609	587	22
Professional, Technical, Clerical	1,551	1,471	80
Operational Hourlies	11	8	3
<b>Public Safety</b>	<b>1,848</b>	<b>1,769</b>	<b>79</b>
Managers/Supervisors	525	496	29
Professional, Technical, Clerical	162	139	23
Operational Hourlies	1,161	1,134	27
<b>Total Positions</b>	<b>73,500</b>	<b>72,175</b>	<b>1,325</b>
Managers/Supervisors	12,467	11,998	469
Professional, Technical, Clerical	7,984	7,365	620
Operational Hourlies	53,049	52,812	237

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Farebox Recovery and Operating Ratios**  
**2018 Adopted Budget and Actuals**

**FAREBOX RECOVERY RATIOS**

	<b>2018 Adopted Budget Full Year</b>	<b>2018 Actual Jan YTD</b>
New York City Transit	36.9%	36.5%
Staten Island Railway	9.8%	11.6%
Long Island Rail Road	30.9%	28.1%
Metro-North Railroad	39.8%	35.7%
MTA Bus Company	23.1%	20.7%
<b>MTA Total Agency Average</b>	<b>35.5%</b>	<b>34.3%</b>

**FAREBOX OPERATING RATIOS**

	<b>2018 Adopted Budget Full Year</b>	<b>2018 Actual Jan YTD</b>
New York City Transit	55.2%	49.9%
Staten Island Railway	14.5%	16.6%
Long Island Rail Road	45.1%	43.4%
Metro-North Railroad	54.1%	51.9%
MTA Bus Company	30.2%	25.5%
<b>MTA Total Agency Average</b>	<b>52.0%</b>	<b>47.7%</b>

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

*Farebox operating ratio focuses on Agency operating financial performance. It reflects the way MTA meets its statutory and bond-covenant budget-balancing requirements, and it excludes certain costs that are not subject to Agency control, but are provided centrally by the 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 January, 2018**

**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

Monday, March 12, 2018

## Revenue Passengers in January

	2016	2017	% Change	2018	% Change
<b>MTA New York City Transit</b>	185,585,948	189,946,869	2.35%	179,963,642	-5.26%
MTA New York City Subway	136,413,951	140,288,294	2.84%	134,640,635	-4.03%
MTA New York City Bus	49,171,997	49,658,575	0.99%	45,323,007	-8.73%
<b>MTA Staten Island Railway</b>	363,383	379,316	4.38%	390,336	2.91%
<b>MTA Long Island Rail Road</b>	6,483,006	6,958,391	7.33%	6,882,948	-1.08%
<b>MTA Metro-North Railroad</b>	6,468,097	6,739,640	4.20%	6,768,836	0.43%
<i><b>East of Hudson</b></i>	6,340,920	6,610,352	4.25%	6,638,414	0.42%
Harlem Line	2,098,696	2,189,026	4.30%	2,206,702	0.81%
Hudson Line	1,216,365	1,286,721	5.78%	1,297,102	0.81%
New Haven Line	3,025,859	3,134,605	3.59%	3,134,610	0.00%
<i><b>West of Hudson</b></i>	127,177	129,288	1.66%	130,422	0.88%
Port Jervis Line	74,238	76,900	3.59%	75,689	-1.57%
Pascack Valley Line	52,939	52,388	-1.04%	54,733	4.48%
<b>MTA Bus Company</b>	9,464,783	9,840,105	3.97%	9,378,094	-4.70%
<b>MTA Bridges &amp; Tunnels</b>	22,206,860	23,452,652	5.61%	23,731,797	1.19%
<b>Total All Agencies</b>	<b>208,365,217</b>	<b>213,864,320</b>	<b>2.64%</b>	<b>203,383,856</b>	<b>-4.90%</b>
(Excludes Bridges & Tunnels)					
Weekdays:	19	20		21	
Holidays:	2	2		2	
Weekend Days:	10	9		8	
Days	31	31		31	

## Revenue Passengers Year-to-Date Through January

	2016	2017	% Change	2018	% Change
<b>MTA New York City Transit</b>	185,585,948	189,946,869	2.35%	179,963,642	-5.26%
MTA New York City Subway	136,413,951	140,288,294	2.84%	134,640,635	-4.03%
MTA New York City Bus	49,171,997	49,658,575	0.99%	45,323,007	-8.73%
<b>MTA Staten Island Railway</b>	363,383	379,316	4.38%	390,336	2.91%
<b>MTA Long Island Rail Road</b>	6,483,006	6,958,391	7.33%	6,882,948	-1.08%
<b>MTA Metro-North Railroad</b>	6,468,097	6,739,640	4.20%	6,768,836	0.43%
<i><b>East of Hudson</b></i>	6,340,920	6,610,352	4.25%	6,638,414	0.42%
Harlem Line	2,098,696	2,189,026	4.30%	2,206,702	0.81%
Hudson Line	1,216,365	1,286,721	5.78%	1,297,102	0.81%
New Haven Line	3,025,859	3,134,605	3.59%	3,134,610	0.00%
<i><b>West of Hudson</b></i>	127,177	129,288	1.66%	130,422	0.88%
Port Jervis Line	74,238	76,900	3.59%	75,689	-1.57%
Pascack Valley Line	52,939	52,388	-1.04%	54,733	4.48%
<b>MTA Bus Company</b>	9,464,783	9,840,105	3.97%	9,378,094	-4.70%
<b>MTA Bridges &amp; Tunnels</b>	22,206,860	23,452,652	5.61%	23,731,797	1.19%
<b>Total All Agencies</b>	<b>208,365,217</b>	<b>213,864,320</b>	<b>2.64%</b>	<b>203,383,856</b>	<b>-4.90%</b>
(Excludes Bridges & Tunnels)					
Weekdays:	19	20		21	
Holidays:	2	2		2	
Weekend Days:	10	9		8	
Days	31	31		31	

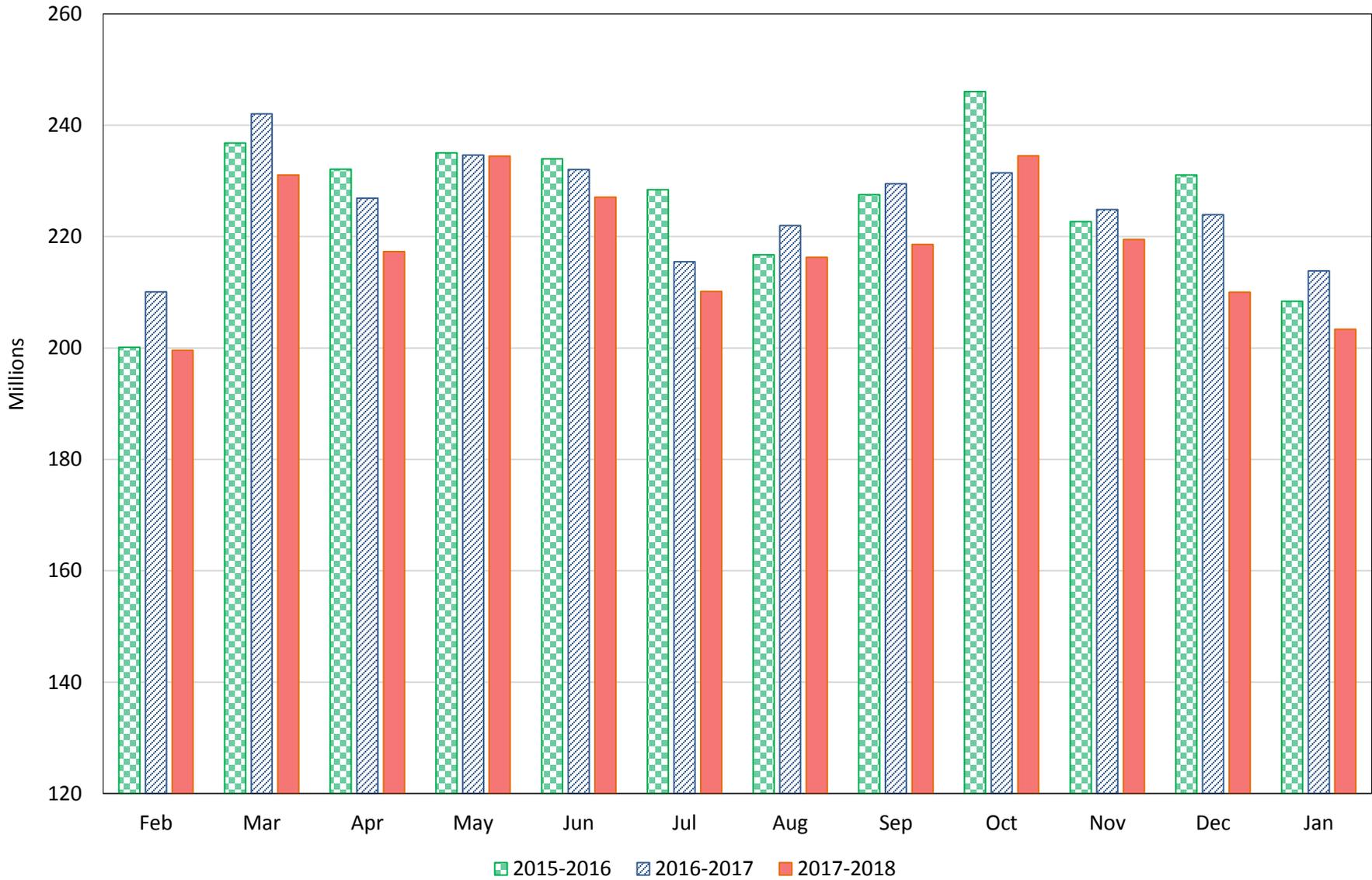
## 12 Month Average Revenue Passengers in January

	2016	2017	% Change	2018	% Change
<b>MTA New York City Transit</b>	201,255,504	199,965,736	-0.64%	193,333,645	-3.32%
MTA New York City Subway	147,097,047	146,724,095	-0.25%	143,476,579	-2.21%
MTA New York City Bus	54,158,457	53,241,641	-1.69%	49,857,066	-6.36%
<b>MTA Staten Island Railway</b>	377,377	379,003	0.43%	384,624	1.48%
<b>MTA Long Island Rail Road</b>	7,314,062	7,485,588	2.35%	7,423,616	-0.83%
<b>MTA Metro-North Railroad</b>	7,181,849	7,230,306	0.67%	7,210,329	-0.28%
<b>East of Hudson</b>	7,036,662	7,089,810	0.76%	7,075,583	-0.20%
Harlem Line	2,296,819	2,317,587	0.90%	2,319,150	0.07%
Hudson Line	1,371,290	1,389,511	1.33%	1,408,989	1.40%
New Haven Line	3,368,554	3,382,712	0.42%	3,347,444	-1.04%
<b>West of Hudson</b>	145,187	140,496	-3.23%	134,746	-4.09%
Port Jervis Line	86,357	83,966	-2.77%	80,371	-4.28%
Pascack Valley Line	58,831	56,530	-3.91%	54,375	-3.81%
<b>MTA Bus Company</b>	10,447,181	10,499,373	0.50%	10,145,963	-3.37%
<b>MTA Bridges &amp; Tunnels</b>	24,933,640	25,721,866	3.16%	25,856,368	0.52%
<b>Total All Agencies</b>	<b>226,575,973</b>	<b>225,560,006</b>	<b>-0.45%</b>	<b>218,498,177</b>	<b>-3.13%</b>
(Excludes Bridges & Tunnels)					
Weekdays:	19	20		21	
Holidays:	2	2		2	
Weekend Days:	10	9		8	
Days	31	31		31	

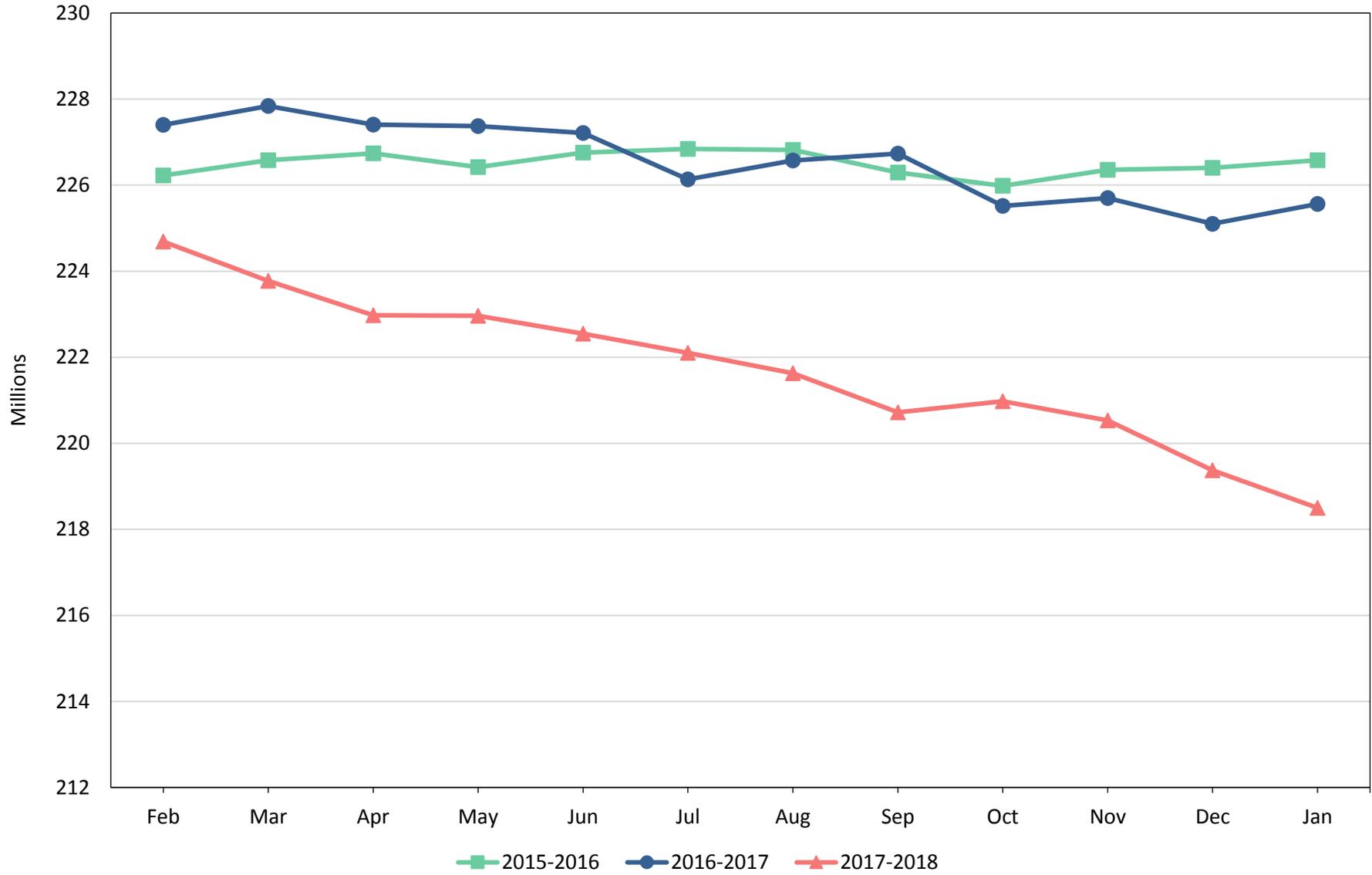
## Average Weekday Revenue Passengers in January

	2016	2017	% Change	2018	% Change
<b>MTA New York City Transit</b>	7,427,622	7,327,845	-1.34%	6,832,403	-6.76%
MTA New York City Subway	5,450,158	5,410,721	-0.72%	5,120,633	-5.36%
MTA New York City Bus	1,977,463	1,917,124	-3.05%	1,711,770	-10.71%
<b>MTA Staten Island Railway</b>	16,441	16,566	0.76%	16,386	-1.09%
<b>MTA Long Island Rail Road</b>	298,683	304,399	1.91%	289,965	-4.74%
<b>MTA Metro-North Railroad</b>	278,072	280,517	0.88%	274,683	-2.08%
<i><b>East of Hudson</b></i>	271,386	274,050	0.98%	268,461	-2.04%
Harlem Line	90,677	91,492	0.90%	89,982	-1.65%
Hudson Line	51,994	53,226	2.37%	52,360	-1.63%
New Haven Line	128,715	129,332	0.48%	126,119	-2.48%
<i><b>West of Hudson</b></i>	6,686	6,467	-3.28%	6,222	-3.79%
Port Jervis Line	3,902	3,847	-1.41%	3,613	-6.08%
Pascack Valley Line	2,784	2,620	-5.89%	2,609	-0.42%
<b>MTA Bus Company</b>	387,423	386,330	-0.28%	360,005	-6.81%
<b>MTA Bridges &amp; Tunnels</b>	790,094	807,271	2.17%	798,162	-1.13%
<b>Total All Agencies</b>	<b>8,408,241</b>	<b>8,315,657</b>	<b>-1.10%</b>	<b>7,773,441</b>	<b>-6.52%</b>
(Excludes Bridges & Tunnels)					
Weekdays:	19	20		21	
Holidays:	2	2		2	
Weekend Days:	10	9		8	
Days	31	31		31	

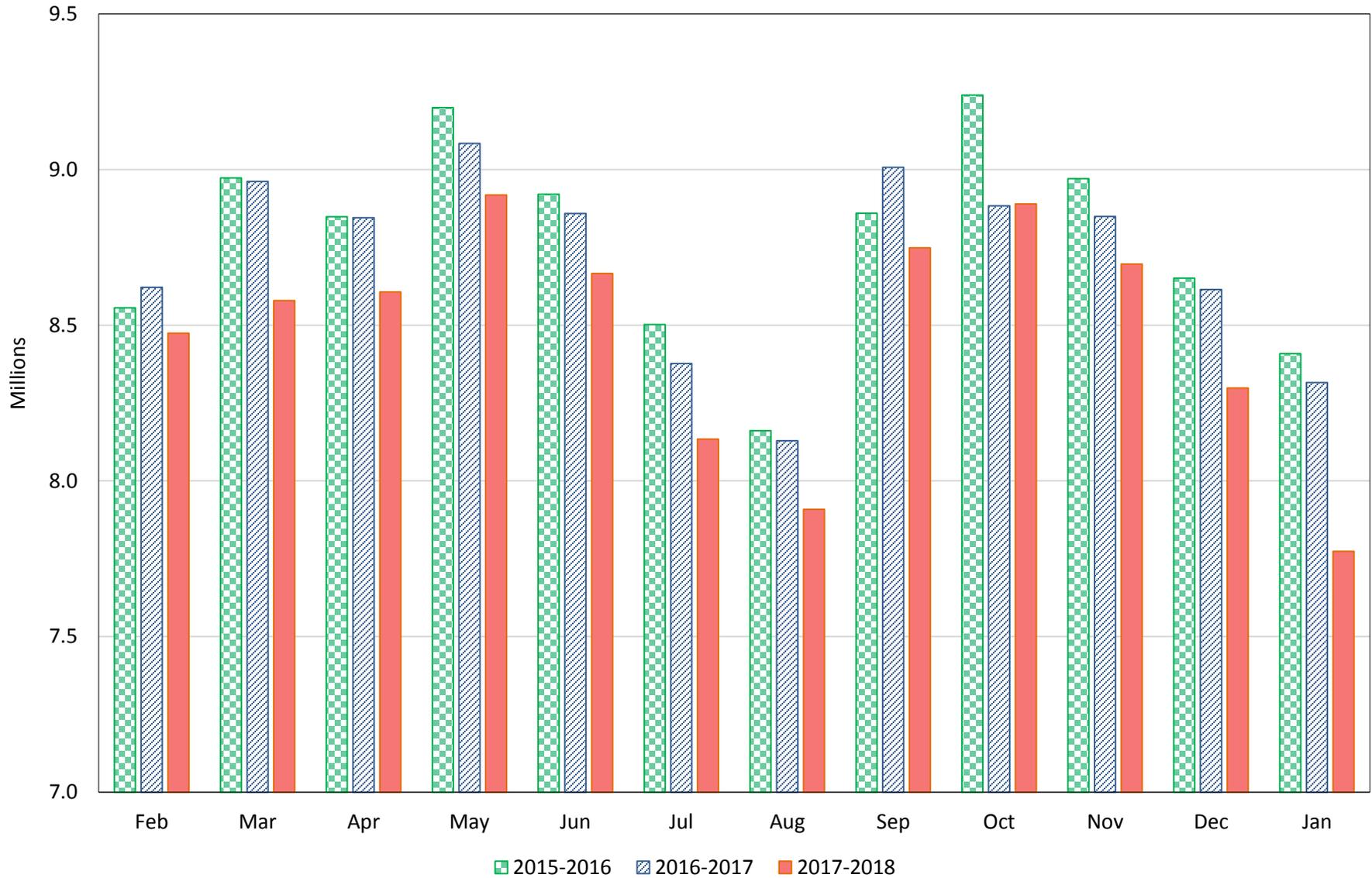
# Metropolitan Transportation Authority Revenue Passengers



### Metropolitan Transportation Authority Revenue Passengers - 12 Month Averages



### Metropolitan Transportation Authority Average Weekday Passengers



## Metropolitan Transportation Authority

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%	234,498,790	1.33%
November	222,702,079	224,847,343	0.96%	219,487,402	-2.38%
December	231,065,220	223,926,130	-3.09%	210,035,572	-6.20%
<b>January</b>	<b>208,365,217</b>	<b>213,864,320</b>	<b>2.64%</b>	<b>203,383,856</b>	<b>-4.90%</b>
<b>Year-to-Date</b>	<b>208,365,217</b>	<b>213,864,320</b>	<b>2.64%</b>	<b>203,383,856</b>	<b>-4.90%</b>

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%	220,975,758	-2.01%
November	226,355,195	225,696,672	-0.29%	220,529,096	-2.29%
December	226,401,243	225,101,748	-0.57%	219,371,550	-2.55%
<b>January</b>	<b>226,575,973</b>	<b>225,560,006</b>	<b>-0.45%</b>	<b>218,498,177</b>	<b>-3.13%</b>

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%	8,748,522	-2.87%
October	9,238,929	8,883,114	-3.85%	8,889,231	0.07%
November	8,970,657	8,848,948	-1.36%	8,696,449	-1.72%
December	8,651,329	8,614,513	-0.43%	8,298,078	-3.67%
<b>January</b>	<b>8,408,241</b>	<b>8,315,657</b>	<b>-1.10%</b>	<b>7,773,441</b>	<b>-6.52%</b>

## MTA New York City Transit

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%	194,193,319	-2.62%
December	204,749,107	198,347,249	-3.13%	185,587,561	-6.43%
<b>January</b>	<b>185,585,948</b>	<b>189,946,869</b>	<b>2.35%</b>	<b>179,963,642</b>	<b>-5.26%</b>
<b>Year-to-Date</b>	<b>185,585,948</b>	<b>189,946,869</b>	<b>2.35%</b>	<b>179,963,642</b>	<b>-5.26%</b>

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%	195,228,888	-2.45%
December	201,103,934	199,602,326	-0.75%	194,165,580	-2.72%
<b>January</b>	<b>201,255,504</b>	<b>199,965,736</b>	<b>-0.64%</b>	<b>193,333,645</b>	<b>-3.32%</b>

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%	7,647,522	-1.87%
December	7,630,448	7,590,923	-0.52%	7,291,265	-3.95%
<b>January</b>	<b>7,427,622</b>	<b>7,327,845</b>	<b>-1.34%</b>	<b>6,832,403</b>	<b>-6.76%</b>

## MTA New York City Subway

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%	144,404,634	-1.79%
December	150,827,541	147,509,424	-2.20%	139,148,517	-5.67%
<b>January</b>	<b>136,413,951</b>	<b>140,288,294</b>	<b>2.84%</b>	<b>134,640,635</b>	<b>-4.03%</b>
<b>Year-to-Date</b>	<b>136,413,951</b>	<b>140,288,294</b>	<b>2.84%</b>	<b>134,640,635</b>	<b>-4.03%</b>

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%	144,643,960	-1.39%
December	146,880,452	146,401,233	-0.33%	143,947,217	-1.68%
<b>January</b>	<b>147,097,047</b>	<b>146,724,095</b>	<b>-0.25%</b>	<b>143,476,579</b>	<b>-2.21%</b>

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%	5,698,053	-0.85%
December	5,616,142	5,642,250	0.46%	5,468,971	-3.07%
<b>January</b>	<b>5,450,158</b>	<b>5,410,721</b>	<b>-0.72%</b>	<b>5,120,633</b>	<b>-5.36%</b>

## MTA New York City Bus

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%	49,788,685	-4.95%
December	53,921,566	50,837,825	-5.72%	46,439,044	-8.65%
<b>January</b>	<b>49,171,997</b>	<b>49,658,575</b>	<b>0.99%</b>	<b>45,323,007</b>	<b>-8.73%</b>
<b>Year-to-Date</b>	<b>49,171,997</b>	<b>49,658,575</b>	<b>0.99%</b>	<b>45,323,007</b>	<b>-8.73%</b>

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%	50,584,928	-5.37%
December	54,223,482	53,201,093	-1.89%	50,218,363	-5.61%
<b>January</b>	<b>54,158,457</b>	<b>53,241,641</b>	<b>-1.69%</b>	<b>49,857,066</b>	<b>-6.36%</b>

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%	1,949,469	-4.75%
December	2,014,306	1,948,673	-3.26%	1,822,294	-6.49%
<b>January</b>	<b>1,977,463</b>	<b>1,917,124</b>	<b>-3.05%</b>	<b>1,711,770</b>	<b>-10.71%</b>

## MTA Bus

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%	10,942,056	1.02%
November	10,324,241	10,414,750	0.88%	10,230,691	-1.77%
December	10,524,956	10,102,793	-4.01%	9,592,517	-5.05%
<b>January</b>	<b>9,464,783</b>	<b>9,840,105</b>	<b>3.97%</b>	<b>9,378,094</b>	<b>-4.70%</b>
<b>Year-to-Date</b>	<b>9,464,783</b>	<b>9,840,105</b>	<b>3.97%</b>	<b>9,378,094</b>	<b>-4.70%</b>

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%	10,242,325	-2.41%
November	10,447,169	10,503,277	0.54%	10,226,987	-2.63%
December	10,449,964	10,468,096	0.17%	10,184,464	-2.71%
<b>January</b>	<b>10,447,181</b>	<b>10,499,373</b>	<b>0.50%</b>	<b>10,145,963</b>	<b>-3.37%</b>

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%	416,023	-0.50%
November	418,413	412,102	-1.51%	405,862	-1.51%
December	398,969	393,484	-1.37%	383,636	-2.50%
<b>January</b>	<b>387,423</b>	<b>386,330</b>	<b>-0.28%</b>	<b>360,005</b>	<b>-6.81%</b>

## MTA Staten Island Railway

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%	419,045	6.07%
December	397,292	376,371	-5.27%	372,172	-1.12%
<b>January</b>	<b>363,383</b>	<b>379,316</b>	<b>4.38%</b>	<b>390,336</b>	<b>2.91%</b>
<b>Year-to-Date</b>	<b>363,383</b>	<b>379,316</b>	<b>4.38%</b>	<b>390,336</b>	<b>2.91%</b>

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%	384,056	1.22%
December	375,161	377,675	0.67%	383,706	1.60%
<b>January</b>	<b>377,377</b>	<b>379,003</b>	<b>0.43%</b>	<b>384,624</b>	<b>1.48%</b>

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%	18,097	6.08%
December	16,372	16,270	-0.62%	16,611	2.10%
<b>January</b>	<b>16,441</b>	<b>16,566</b>	<b>0.76%</b>	<b>16,386</b>	<b>-1.09%</b>

## MTA Long Island Rail Road

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
December	7,761,607	7,683,544	-1.01%	7,329,341	-4.61%
<b>January</b>	<b>6,483,006</b>	<b>6,958,391</b>	<b>7.33%</b>	<b>6,882,948</b>	<b>-1.08%</b>
<b>Year-to-Date</b>	<b>6,483,006</b>	<b>6,958,391</b>	<b>7.33%</b>	<b>6,882,948</b>	<b>-1.08%</b>

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
December	7,304,004	7,445,973	1.94%	7,429,903	-0.22%
<b>January</b>	<b>7,314,062</b>	<b>7,485,588</b>	<b>2.35%</b>	<b>7,423,616</b>	<b>-0.83%</b>

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
December	309,372	318,908	3.08%	315,487	-1.07%
<b>January</b>	<b>298,683</b>	<b>304,399</b>	<b>1.91%</b>	<b>289,965</b>	<b>-4.74%</b>

## MTA Metro-North Rail Road

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
December	7,632,258	7,416,173	-2.83%	7,153,981	-3.54%
<b>January</b>	<b>6,468,097</b>	<b>6,739,640</b>	<b>4.20%</b>	<b>6,768,836</b>	<b>0.43%</b>
<b>Year-to-Date</b>	<b>6,468,097</b>	<b>6,739,640</b>	<b>4.20%</b>	<b>6,768,836</b>	<b>0.43%</b>

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
December	7,168,180	7,207,677	0.55%	7,207,896	0.00%
<b>January</b>	<b>7,181,849</b>	<b>7,230,306</b>	<b>0.67%</b>	<b>7,210,329</b>	<b>-0.28%</b>

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%	294,809	-0.78%
October	299,864	298,985	-0.29%	302,657	1.23%
November	300,366	302,975	0.87%	302,697	-0.09%
December	296,167	294,928	-0.42%	291,078	-1.31%
<b>January</b>	<b>278,072</b>	<b>280,517</b>	<b>0.88%</b>	<b>274,683</b>	<b>-2.08%</b>

## MTA Metro-North East-of-Hudson

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
December	7,486,228	7,280,396	-2.75%	7,025,175	-3.51%
<b>January</b>	<b>6,340,920</b>	<b>6,610,352</b>	<b>4.25%</b>	<b>6,638,414</b>	<b>0.42%</b>
<b>Year-to-Date</b>	<b>6,340,920</b>	<b>6,610,352</b>	<b>4.25%</b>	<b>6,638,414</b>	<b>0.42%</b>

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
December	7,022,701	7,067,357	0.64%	7,073,245	0.08%
<b>January</b>	<b>7,036,662</b>	<b>7,089,810</b>	<b>0.76%</b>	<b>7,075,583</b>	<b>-0.20%</b>

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%	288,358	-0.64%
October	292,836	293,166	0.11%	296,430	1.11%
November	293,087	296,403	1.13%	296,048	-0.12%
December	289,518	288,459	-0.37%	284,646	-1.32%
<b>January</b>	<b>271,386</b>	<b>274,050</b>	<b>0.98%</b>	<b>268,461</b>	<b>-2.04%</b>

## MTA Metro-North Harlem Line

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
December	2,442,546	2,378,417	-2.63%	2,295,482	-3.49%
<b>January</b>	<b>2,098,696</b>	<b>2,189,026</b>	<b>4.30%</b>	<b>2,206,702</b>	<b>0.81%</b>
<b>Year-to-Date</b>	<b>2,098,696</b>	<b>2,189,026</b>	<b>4.30%</b>	<b>2,206,702</b>	<b>0.81%</b>

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
December	2,291,991	2,310,060	0.79%	2,317,677	0.33%
<b>January</b>	<b>2,296,819</b>	<b>2,317,587</b>	<b>0.90%</b>	<b>2,319,150</b>	<b>0.07%</b>

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%	95,366	-0.50%
October	97,017	97,090	0.08%	97,945	0.88%
November	96,730	97,810	1.12%	97,707	-0.11%
December	95,346	95,209	-0.14%	94,202	-1.06%
<b>January</b>	<b>90,677</b>	<b>91,492</b>	<b>0.90%</b>	<b>89,982</b>	<b>-1.65%</b>

## MTA Metro-North Hudson Line

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
December	1,438,103	1,415,909	-1.54%	1,378,250	-2.66%
<b>January</b>	<b>1,216,365</b>	<b>1,286,721</b>	<b>5.78%</b>	<b>1,297,102</b>	<b>0.81%</b>
<b>Year-to-Date</b>	<b>1,216,365</b>	<b>1,286,721</b>	<b>5.78%</b>	<b>1,297,102</b>	<b>0.81%</b>

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
December	1,368,720	1,383,648	1.09%	1,408,124	1.77%
<b>January</b>	<b>1,371,290</b>	<b>1,389,511</b>	<b>1.33%</b>	<b>1,408,989</b>	<b>1.40%</b>

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
December	55,642	56,016	0.67%	55,793	-0.40%
<b>January</b>	<b>51,994</b>	<b>53,226</b>	<b>2.37%</b>	<b>52,360</b>	<b>-1.63%</b>

## MTA Metro-North New Haven Line

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
December	3,605,579	3,486,070	-3.31%	3,351,443	-3.86%
<b>January</b>	<b>3,025,859</b>	<b>3,134,605</b>	<b>3.59%</b>	<b>3,134,610</b>	<b>0.00%</b>
<b>Year-to-Date</b>	<b>3,025,859</b>	<b>3,134,605</b>	<b>3.59%</b>	<b>3,134,610</b>	<b>0.00%</b>

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
December	3,361,990	3,373,650	0.35%	3,347,444	-0.78%
<b>January</b>	<b>3,368,554</b>	<b>3,382,712</b>	<b>0.42%</b>	<b>3,347,444</b>	<b>-1.04%</b>

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
December	138,530	137,234	-0.94%	134,652	-1.88%
<b>January</b>	<b>128,715</b>	<b>129,332</b>	<b>0.48%</b>	<b>126,119</b>	<b>-2.48%</b>

## MTA Metro-North West-of-Hudson

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
December	146,030	135,777	-7.02%	128,806	-5.13%
<b>January</b>	<b>127,177</b>	<b>129,288</b>	<b>1.66%</b>	<b>130,422</b>	<b>0.88%</b>
<b>Year-to-Date</b>	<b>127,177</b>	<b>129,288</b>	<b>1.66%</b>	<b>130,422</b>	<b>0.88%</b>

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
December	145,479	140,320	-3.55%	134,652	-4.04%
<b>January</b>	<b>145,187</b>	<b>140,496</b>	<b>-3.23%</b>	<b>134,746</b>	<b>-4.09%</b>

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
December	6,649	6,469	-2.71%	6,432	-0.57%
<b>January</b>	<b>6,686</b>	<b>6,467</b>	<b>-3.28%</b>	<b>6,222</b>	<b>-3.79%</b>

As of March 12, 2018

## MTA Metro-North Port Jervis Line

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
December	86,298	81,677	-5.35%	75,712	-7.30%
<b>January</b>	<b>74,238</b>	<b>76,900</b>	<b>3.59%</b>	<b>75,689</b>	<b>-1.57%</b>
<b>Year-to-Date</b>	<b>74,238</b>	<b>76,900</b>	<b>3.59%</b>	<b>75,689</b>	<b>-1.57%</b>

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
December	86,615	83,744	-3.31%	80,472	-3.91%
<b>January</b>	<b>86,357</b>	<b>83,966</b>	<b>-2.77%</b>	<b>80,371</b>	<b>-4.28%</b>

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
December	3,930	3,892	-0.97%	3,780	-2.88%
<b>January</b>	<b>3,902</b>	<b>3,847</b>	<b>-1.41%</b>	<b>3,613</b>	<b>-6.08%</b>

## MTA Metro-North Pascack Valley Line

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
December	59,732	54,100	-9.43%	53,094	-1.86%
<b>January</b>	<b>52,939</b>	<b>52,388</b>	<b>-1.04%</b>	<b>54,733</b>	<b>4.48%</b>
<b>Year-to-Date</b>	<b>52,939</b>	<b>52,388</b>	<b>-1.04%</b>	<b>54,733</b>	<b>4.48%</b>

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
December	58,864	56,576	-3.89%	54,179	-4.24%
<b>January</b>	<b>58,831</b>	<b>56,530</b>	<b>-3.91%</b>	<b>54,375</b>	<b>-3.81%</b>

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
December	2,719	2,577	-5.22%	2,652	2.91%
<b>January</b>	<b>2,784</b>	<b>2,620</b>	<b>-5.89%</b>	<b>2,609</b>	<b>-0.42%</b>

## MTA Bridges & Tunnels

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%	28,271,494	2.36%
September	25,176,781	26,043,256	3.44%	26,559,138	1.98%
October	26,225,167	26,022,431	-0.77%	27,068,258	4.02%
November	24,808,987	25,130,058	1.29%	25,955,863	3.29%
December	25,398,337	25,273,158	-0.49%	25,737,018	1.84%
<b>January</b>	<b>22,206,860</b>	<b>23,452,652</b>	<b>5.61%</b>	<b>23,731,797</b>	<b>1.19%</b>
<b>Year-to-Date</b>	<b>22,206,860</b>	<b>23,452,652</b>	<b>5.61%</b>	<b>23,731,797</b>	<b>1.19%</b>

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%	25,595,492	0.19%
September	24,528,065	25,618,620	4.45%	25,638,482	0.08%
October	24,614,344	25,601,725	4.01%	25,725,634	0.48%
November	24,731,699	25,628,481	3.63%	25,794,451	0.65%
December	24,831,676	25,618,050	3.17%	25,833,106	0.84%
<b>January</b>	<b>24,933,640</b>	<b>25,721,866</b>	<b>3.16%</b>	<b>25,856,368</b>	<b>0.52%</b>

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%	921,318	2.28%
September	852,788	889,931	4.36%	911,981	2.48%
October	862,734	866,829	0.47%	895,418	3.30%
November	853,314	861,615	0.97%	894,676	3.84%
December	844,618	858,227	1.61%	888,990	3.58%
<b>January</b>	<b>790,094</b>	<b>807,271</b>	<b>2.17%</b>	<b>798,162</b>	<b>-1.13%</b>

# 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
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	51	1.63	1.66	1.61
July-18	3,040,592	51	1.64	1.66	1.61
August-18	3,140,227	51	1.64	1.66	1.61
September-18	3,013,560	53	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	2,534,159	50	1.71	1.75	1.63
March-19	2,723,772	46	1.73	1.75	1.63
April-19	2,240,775	42	1.74	1.75	1.63
May-19	2,209,301	37	1.76	1.75	1.63
June-19	2,000,085	33	1.79	1.75	1.63
July-19	1,755,566	29	1.82	1.75	1.63
August-19	1,536,444	25	1.85	1.75	1.63
September-19	1,191,423	21	1.87	1.75	1.63
October-19	965,111	17	1.90	1.75	1.63
November-19	673,665	12	1.91	1.75	1.63
December-19	469,047	8	1.92	1.75	1.63
January-20	229,128	4	1.88	1.75	1.63

# Annual Impact as of March 1, 2018

	<u>(\$ in millions)</u>		
	<u>2018</u>	<u>2019</u>	<u>2020</u>
<b><u>Ultra Low Sulfur Diesel</u></b>			
Current Prices vs. 2018 Adopted Budget	(\$20.560)	(\$15.901)	\$11.980
Impact of Hedge	<u>7.351</u>	<u>4.326</u>	<u>0.000</u>
<b>Net Impact: Fav/(Unfav)</b>	(\$13.209)	(\$11.575)	\$11.980
<b><u>Compressed Natural Gas</u></b>			
Current Prices vs. 2018 Adopted Budget	\$1.958	\$6.613	\$8.270
Impact of Hedge	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>
<b>Net Impact: Fav/(Unfav)</b>	\$1.958	\$6.613	\$8.270
<b><u>Summary</u></b>			
Current Prices vs. 2018 Adopted Budget	(\$18.603)	(\$9.288)	\$20.249
Impact of Hedge	<u>7.351</u>	<u>4.326</u>	<u>0.000</u>
<b>Net Impact: Fav/(Unfav)</b>	(\$11.251)	(\$4.962)	\$20.249

**MARCH 2018**  
**MTA REAL ESTATE**  
**FINANCE COMMITTEE AGENDA ITEMS**

**1. ACTION ITEMS**

**METROPOLITAN TRANSPORTATION COMPANY**

- a.** All-Agency Real Property Disposition Guidelines and All-Agency Personal Property Disposition Guidelines required by Public Authorities Law Sections 2895-2897  
**(Available on Director's Desk Exhibit Book & MTA.INFO)**
- b.** Master License between County of Suffolk and the MTA Police Department for installation of antennas at various sites in Suffolk County, NY
- c.** Consent to granting of a permanent easement by Midtown Trackage Ventures LLC to the City of New York for the installation, operation and maintenance of a water tunnel under MTA Metro-North's Hudson Line in the Town of Wappinger, NY

**MTA LONG ISLAND RAIL ROAD**

- d.** Expansion of the lease between DASO LLC and MTA LIRR for office space at 300 Old Country Road, Mineola, NY
- e.** Permanent easement(s) from Suffolk County the installation of PSEG aerial power cables to MTA LIRR property, required for the Main Line Double Track Project, Ronkonkoma, NY

**2. INFORMATION ITEMS**

- a.** Status report on month-to-month licenses
- b.** Status report on agreements entered into directly by 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 with Putnam Materials Corp. for MTA Metro-North's Harlem Line bridge rehabilitation program in Patterson, NY
- f.** Permit Agreement with Peckham Materials Corp. for MTA Metro-North's Harlem Line bridge rehabilitation program in Patterson, NY

- g. Exercise of a Lease Renewal Option with 76-86 Viaduct Rd LLC for MTA Metro-North Railroad's use of parking spaces in Stamford, CT
- h. Exercise of a Lease Renewal Option with Khal-Hal Realty, LLC for MTA LIRR office space in Mineola, NY
- i. Administrative corporate name change of a previously approved lessee, from Global Administrative Services, LLC, to Belle Management Corp./Ollies Transportation Service Inc., at the MTA LIRR Little Neck Train Station, Little Neck, New York
- j. Administrative change establishing a new corporation to operate the newsstand at the MTA LIRR Port Washington Station, Port Washington, New York
- k. Permit to Enter with CUNY/York College for NYCT Bus to perform an environmental inspection on a vacant parking lot

<b>Legal Name</b>	<b>Popular Name</b>	<b>Abbreviation</b>
New York City Transit Authority	MTA New York City Transit	NYC Transit
The Long Island Rail Road Company	MTA Long Island Rail Road	LIRR
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).*

# **METROPOLITAN TRANSPORTATION AUTHORITY**

# Staff Summary

<b>Subject</b> <b>MASTER LICENSE FOR MTA POLICE ANTENNAS</b>
<b>Department</b> <b>REAL ESTATE</b>
<b>Department Head Name</b> <b>JOHN N. LIEBER</b>
<b>Department Head Signature</b> 
<b>Project Manager Name</b> <b>MICHAEL DANIELS</b>

<b>Date</b> <b>MARCH 19, 2018</b>
<b>Vendor Name</b>
<b>Contract Number</b>
<b>Contract Manager Name</b>
<b>Table of Contents Ref. #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	3/19/18	X		
2	Board	3/21/18	X		

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

**AGENCY:** Metropolitan Transportation Authority ("MTA"), on behalf of the MTA Police Department ("MTA PD")

**LICENSOR:** County of Suffolk

**LOCATION:** Various sites within the County of Suffolk, NY

**ACTIVITY:** Master license of property to facilitate the installation of antennas at strategic sites as part of MTA PD Radio Network expansion

**ACTION REQUESTED:** Approval of terms

**TERM:** 29 years for the Master License Agreement (the "MLA"); 5 years for each Site License Agreement ("SLA")

**COMMENCEMENT:** The MLA and each SLA will be effective upon full execution.

**SPACE:** Up to ten site locations on various County of Suffolk structures and facilities, each of which will require separate execution of an SLA by MTA.

**BASE RENT:** None

**RENEWAL OPTION FOR SITE LICENSES:** Four renewals of five (5) years each and one four-year renewal option. Renewals are automatic unless the Licensor is sent written notice of Licensee's intent to terminate six months prior to the end of the then current term. Maximum term is 29 years.

**UTILITIES:** Licensee is responsible for its usage by direct meter or sub-meter.

**COMMENTS:**

As part of a major upgrade of the entire MTA Police Radio Network, the MTAPD has entered into a memorandum of understanding with the Suffolk County Police Department ("SCPD") to work together to facilitate the installation of antennae at up to 10 sites. The County of Suffolk is requiring that this arrangement be memorialized in a formal MLA.

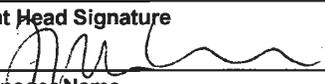
Both MTAPD and SCPD have determined that this arrangement would expand and improve the MTAPD communications network by enhancing coverage for ordinary and emergency responses in Suffolk Country. Also, MTAPD's installation of

# Staff Summary

## FINANCE COMMITTEE MEETING MASTER LICENSE FOR MTA POLICE ANTENNAS (Cont'd.)

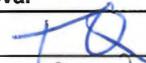
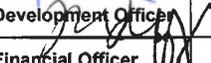
Based on the foregoing, MTA Real Estate requests authorization to enter into the MLA and the separate SLAs to cover various sites on the above described terms and conditions.

# Staff Summary

Subject <b>CONSENT TO PERMANENT EASEMENT - WAPPINGER</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JOHN N. LIEBER</b>
Department Head Signature 
Project Manager Name <b>ANTHONY CAMPBELL</b>

Date <b>MARCH 19, 2018</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	3/19/18	X		
2	Board	3/21/18	X		

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

AGENCY: Metropolitan Transportation Authority ("MTA")

GRANTOR: Midtown Trackage Ventures, LLC. ("Midtown")

LOCATION: Town of Wappinger, Section 6056, Block 01, Lot 032728

ACTIVITY: Consent to a permanent easement to facilitate construction, operation and maintenance of a subsurface water bypass tunnel

ACTION REQUESTED: Approval of Terms

SPACE: 14,424 square feet below Metro-North's Hudson Line, approximately 645 feet below surface at MP 63.5

COMPENSATION: \$4,450 (MTA - \$1,950.00, Midtown - \$2,500)

**COMMENTS:**

In support of the City of New York's (the "City") *Water for the Future Program*, the New York City Department of Environmental Protection ("NYCDEP") has requested that MTA consent to Midtown Trackage Ventures, LLL ("Midtown") granting a permanent subsurface easement to the City in support of the construction of a Bypass Tunnel. The Bypass Tunnel will divert the flow of water around a leaking portion of the Rondout-West Branch Tunnel (the "RWBT"), ensuring a continued supply of clean, reliable and safe drinking water to over nine million NYC residents. The Bypass Tunnel will run east from underneath the Hudson River and will pass approximately 650 feet underneath Metro-North's Hudson Line at milepost 63.5 in the Town of Wappinger.

Metro-North has agreed to consent to the granting of this easement. It must be noted that since the property is part of the Amended and Restated Harlem-Hudson Lease Agreement (the "Lease"), and NYCDEP is requesting an easement, Midtown is the only party that can grant the easement, but MTA's consent is required since the land is leased to MTA.

An appraisal was completed and fair market value was determined to be \$1,950.00 for the easement. While the MTA is to receive the \$1,950.00 payment representing fair market value for the easement interest, NYCDEP offered \$2,500.00 to Midtown as reimbursement of Midtown's expenses related to the transaction. MTA Real Estate and Midtown addressed a similar situation in this fashion in connection with the Crane Road Bridge construction near the Bronx River Parkway several

# Staff Summary

## FINANCE COMMITTEE MEETING

### CONSENT TO PERMANENT EASEMENT - WAPPINGER (Cont'd.)

Page 2 of 2

years ago. In that case the parties determined that although the Lease does not directly address this type of transaction/activity, the parties would proceed pursuant to Section 9.03 of the Lease regarding condemnation of any property interests. Accordingly, Midtown would be entitled to receive reimbursement of its reasonable expenses and the balance of the "award" or "compensation" would go to MTA. In this current situation, that model works even better for the MTA because NYCDEP agreed to pay Midtown its costs separate from the appraised amount, which means that MTA receives the entire appraised amount as its compensation without deduction for Midtown's expenses. Additionally, using this method allowed the avoidance of NYCDEP using their condemnation authority.

Based on the foregoing, MTA Real Estate requests approval for MTA to consent to Midtown granting this permanent subsurface easement.

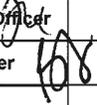
# **MTA LONG ISLAND RAIL ROAD**

# Staff Summary

Subject <b>LEASE TO EXPAND MEDICAL UNIT OFFICE - MINEOLA</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JOHN N. LIEBER</b>
Department Head Signature 
Project Manager Name <b>MICHAEL DANIELS</b>

Date <b>MARCH 19, 2018</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	3/19/18	X		
2	Board	3/21/18	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")

LANDLORD: DASO, LLC

LOCATION: 300 Old Country Road, Mineola, NY

ACTIVITY: Lease for the expansion of a Medical Unit office

ACTION REQUESTED: Approval of terms

TERM: Approximately five and half years from possession. The lease extension shall be co-terminus with the existing lease (May 20, 2024)

POSSESSION: Upon delivery of the space with Landlord's and LIRR's work substantially complete

SPACE: Approximately 3,000 rentable sq. ft.

BASE RENT (expansion space only):  
 1st year \$83,250.00 annum (\$27.75 RSF)  
 2nd year \$85,747.50 annum (\$28.58 RSF)  
 3rd year \$88,319.93 annum (\$29.44 RSF)  
 4th year \$90,969.52 annum (\$30.32 RSF)  
 5th year \$93,698.61 annum (\$31.23 RSF)  
Partial 6th year \$96,509.57 annum (\$32.17 RSF)

REAL PROPERTY TAXES: The LIRR will, as soon as possible following possession, exercise its tax exempt status. Until such time, it will be responsible for reimbursing the Landlord for 100% of taxes, currently approximately \$25,000.00 per annum (\$8.25 PSF).

ANNUAL RENT ESCALATION: Three percent per annum (3%)

RENT CONCESSION: One month free rent following the commencement date

RENEWAL OPTION: Two five (5) year renewal options with 180-days prior written notice

UTILITIES: Directly metered for electric and water

SERVICES: Landlord will provide HVAC repairs and maintenance at its expense and provide cleaning services at the LIRR's expense pursuant to LIRR's cleaning specifications

# Staff Summary

## FINANCE COMMITTEE MEETING

### LEASE TO EXPAND MEDICAL UNIT OFFICE - MINEOLA (Cont'd)

PARKING:	Five reserved parking spaces at no cost
LANDLORD'S WORK:	Landlord will, at its own expense, provide the initial painting, carpeting and VCT flooring throughout the entire premises. Landlord shall provide, at the LIRR's expense, alterations based upon the LIRR's preliminary plans and specifications.
MAINTENANCE AND REPAIRS:	The LIRR will be responsible for all non-structural repairs and maintenance within the leased premises.

#### COMMENTS:

The LIRR's main Medical Unit (6,200 rsf) has been in the location since 2010. Due to new Federal regulations requiring increased employee testing and examination, the LIRR needs additional space for staff office, examination rooms, Federal Department of Transportation dry testing bathrooms and candidate/employee waiting areas.

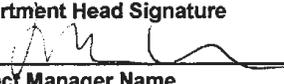
The LIRR requested to expand its existing location given that six years remain on the term. MTA Real Estate and LIRR staff toured other sites; however, those sites did not meet LIRR's needs.

The lease for the expansion space shall be co-terminus with the existing lease which expires on May 20, 2024. Since the LIRR will be occupying an entire tax lot, the MTA will exercise its tax exempt status, a \$25,000.00 per year (\$8.00 RSF) saving.

MTA Real Estate prepared a market survey using CoStar, a leading industry database, in determining fair market rent.

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

# Staff Summary

<b>Subject</b> <b>ACQUISITION OF PERMANENT EASEMENTS IN SUFFOLK COUNTY – DEER PARK</b>
<b>Department</b> <b>REAL ESTATE</b>
<b>Department Head Name</b> <b>JOHN N. LIEBER</b>
<b>Department Head Signature</b> 
<b>Project Manager Name</b> <b>ALLEN LOGALBO</b>

<b>Date</b> <b>MARCH 19, 2018</b>
<b>Vendor Name</b>
<b>Contract Number</b>
<b>Contract Manager Name</b>
<b>Table of Contents Ref. #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	3/19/18	X		
2	Board	3/21/18	X		

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

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

GRANTOR: Suffolk County

LOCATION: South side of Long Island Avenue, Deer Park, New York

ACTIVITY: Acquisition of permanent easements for the installation of aerial power cables in support of the Main Line Double Track Project

ACTION REQUESTED: Approval of Terms

SPACE: Aerial electrical cables

COMPENSATION: Payment Waived

**COMMENTS:**

As part of the LIRR's Main Line Double Track Project, the LIRR requires permanent easements from Suffolk County to allow for the installation and maintenance of PSEG aerial power cables from Long Island Avenue, over County land, to three separate poles the on LIRR's right of way.

Currently, this portion of the line consists of a single electrified at-grade track for 12.6 miles of the 17.9 mile Ronkonkoma to Farmingdale corridor. Operation of a full double track will allow for more reliable LIRR Main Line service and faster recovery time following service disruptions. This will also allow for more frequent, half-hourly, mid-day service along the corridor.

As an alternative, the LIRR reviewed supplying power to these locations along its right of way from different entry points. However, due to the distances associated with these routes, the voltage drop would be too large and would not support the Project.

Based on the foregoing, MTA Real Estate requests authorization for the LIRR to enter into permanent easement agreements with the County of Suffolk, based on the above-referenced terms and conditions.

# **INFORMATION ITEMS**

# Memorandum



## Metropolitan Transportation Authority

State of New York

**Date**      March 21, 2018

**To**          Members of the Finance Committee

**From**       John N. Lieber, Chief Development Officer

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

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

**TENANTS CURRENTLY ON MONTH-TO-MONTH AGREEMENTS**

**MONTH: MARCH 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 signed. Termination of this MTM agreement is March 31, 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	Moleskine	316	September 1, 2015	\$15,000	Space being awarded to JetSet, a jewelry retailer
4. 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.
5. MNR	Grand Central Terminal	JG Sales Corp, d/b/a Sushi By Pescatore Seafood	238	November 2016	\$4,924	To be publicly offered 1 <sup>st</sup> qtr. 2018
6. MNR	Grand Central Terminal	Warby Parker Retail Inc.	1,297	August 2016	\$25,444	This will be an interim tenancy until the 1 Vanderbilt project is completed.
7. MNR	Grand Central Terminal	The EAT Shop Inc.	487	November 2016	\$10,076	To be publicly offered 1 <sup>st</sup> qtr. 2018
8. MNR	Grand Central Terminal	Tiffany and Company	1303	October 2017	\$23,091	To be publicly offered 2 <sup>nd</sup> qtr. 2018
9. MNR	Grand Central Terminal	Vineyard Vines Retail, LLC	6,068	February 2016	\$108,213	To be publicly offered 1 <sup>st</sup> qtr. 2018
10. MNR	Grand Central Terminal	Eddie's Shoe Repair, Inc.	168	December 2017	\$2870	To be publicly offered 1 <sup>st</sup> qtr. 2018

# Memorandum



## Metropolitan Transportation Authority

State of New York

**Date**      March 19, 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**

**July 2016**

Agency/Project Manager	Renewal/RFP Generated	Lessee	Location/Use	Term	Rental	Annual Increase	Size/Weekday Ridership	Price/SF	
LIRR/ Robert Goldberg	RFP	Iqbal Mozawalla	Port Washington Newsstand	10 Years	Year	Rent		Year	PSF
					1	\$43,200.00	--	1	\$720.00
					2	\$44,496.00	3%	2	\$741.60
					3	\$45,830.00	3%	3	\$763.83
					4	\$47,205.00	3%	4	\$786.75
					5	\$48,622.00	3%	5	\$810.37
					6	\$50,081.00	3%	6	\$834.68
					7	\$51,583.00	3%	7	\$859.72
					8	\$53,130.00	3%	8	\$885.50
					9	\$54,724.00	3%	9	\$912.07
					10	\$56,366.00	3%	10	\$939.43

<b>List of all proposals:</b>	
<b>Proposer name:</b>	<b>NPV @ 9% discount rate:</b>
Iqbal Mozawalla	\$311,265.31
Nisat M. Baby	\$279,002.06
Mohammed A. Rahman	\$229,127.03
Antu Banik	\$223,320.16

# 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.

<b>2018 Vanderbilt Hall Events – February &amp; March</b>				
<b>Event</b>	<b>Date</b>	<b>Description</b>	<b>Space</b>	<b>Use</b>
Maintenance of Way	February 5 - 7, 2018	MNR Lift Training	Vanderbilt Hall	Private
MNR Health	February 8, 2018	Health and Wellness event	Vanderbilt Hall	Private
Chobani	February 10 - 13, 2018	Launch event for new flavors with sampling for the public Load in and Build Feb 10 and Feb 11. Open to the public Feb 12 Break down and load out on Feb 13	Vanderbilt Hall	Public
Post Cereal	February 16 - 17, 2018	Different vignettes showing variety of breakfast options from the post brand. There will be product sampling and photo opportunities for social media	Vanderbilt Hall	Public
Marvel Universe Live	February 21, 2018	Promotional and press event for the live-action recreation of Marvel comics. There will be experiential activations, where people can participate in different scenarios from their favorite comics (ie photo op with Thor's hammer)	Vanderbilt Hall	Public

HealthCorps	February 24, 2018	An event to teach passersby the importance and life-saving skill of hands-only CPR	Vanderbilt Hall	Public
Japan Airlines	February 27 - March 3, 2018	An exhibition to showcase Japan Airline's services and quality while also exhibiting Katsushika Hokusai's artwork including "The Great Wave"	Vanderbilt Hall	Public
Destination DC	March 8, 2018	An event to promote tourism to Washington DC, especially around cherry blossom season.	Vanderbilt Hall	Public
Japan Week	March 14 - 17, 2018	Annual event to promote Japan tourism with sites and sounds of Japanese culture. Food and goods are expected to be for sale. Exact details still being determined.	Vanderbilt Hall	Public

# Memorandum



## Metropolitan Transportation Authority

State of New York

**Date**      March 20, 2018

**To**          Members of the Finance Committee

**From**       John N. Lieber, Chief Development Officer

**Re**          **GCT – Graybar Passage Retail Kiosks**

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

**GRAND CENTRAL TERMINAL**  
**GRAYBAR PASSAGE RETAIL KIOSK PROGRAM**  
**New Licensees-Month of April 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

<b>Subject</b> <b>PERMIT AGREEMENT FOR TEMPORARY CONSTRUCTION ACCESS-PATTERSON</b>
<b>Department</b> <b>REAL ESTATE</b>
<b>Department Head Name</b> <b>JOHN N. LIEBER</b>
<b>Department Head Signature</b>
<b>Project Manager Name</b> <b>ANTHONY CAMPBELL</b>

<b>Date</b> <b>MARCH 19, 2018</b>
<b>Vendor Name</b>
<b>Contract Number</b>
<b>Contract Manager Name</b>
<b>Table of Contents Ref. #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	3/19/18		X	

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

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

**PERMITTOR:** Putnam Materials Corp. ("Putnam")

**LOCATION:** 1150 NY-311, Patterson, NY 12563, adjacent to the Harlem Line between MP 60.30 & MP61.00 in Patterson, NY

**ACTIVITY:** Grant of temporary construction access for Rehabilitation of Harlem Line Bridges HA61.06 and HA61.36, Patterson, NY ("the Project")

**TERM:** 18 months with a 4 month option term limited to the Project's duration

**SPACE** 57,250 Square feet used for access

**COMPENSATION:** \$794.30 per month; for the base term and option term (if needed)

**COMMENTS:**

Pursuant to the MTA Board policy# 11 dated November 15, 1999, as amended on February 22, 2010 and November 12, 2013, regarding construction access agreements required by MTA operating agencies for capital projects, maintenance or repair of operating facilities, Putnam has granted Metro-North a permit for access to the Harlem Line in support of the Project.

MTA Legal approved the permit agreement as to form.

# Staff Summary

Subject <b>PERMIT AGREEMENT FOR TEMP CONSTRUCTION ACCESS</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JOHN N. LIEBER</b>
Department Head Signature
Project Manager Name <b>ANTHONY CAMPBELL</b>

Date <b>MARCH 19, 2018</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	3/19/18		X	

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

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

PERMITTOR: Peckham Materials Corp. ("Peckham")

LOCATION: 1150 NY-311, Patterson, NY 12563, adjacent to the Harlem Line between MP 60.30 & MP61.00 in Patterson, NY

ACTIVITY: Grant of temporary construction access and staging for Rehabilitation of Harlem Line Bridges HA61.06 and HA61.36, Patterson, NY (the "Project")

TERM: 18 months with a 4 month option term limited to the Project's duration

SPACE 59,950 square feet to be used for access and staging

COMPENSATION: \$1,205.70 per month; for the base term and option term (if needed)

**COMMENTS:**

Pursuant to the MTA Board policy # 11 dated November 15, 1999, as amended on February 22, 2010 and November 12, 2013, regarding construction access agreements required by MTA operating agencies for capital projects, maintenance or repair of operating facilities, Peckham has granted Metro-North a permit for access to the Harlem Line and staging in support of the Project.

MTA Legal approved the Permit as to form.

# Staff Summary

Subject <b>LEASE OPTION TO RENEW-STAMFORD, CT</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JOHN N. LIEBER</b>
Department Head Signature
Project Manager Name <b>MICHAEL DANIELS</b>

Date <b>MARCH 19, 2018</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	3/19/18		x	

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

AGENCY: MTA Metro-North Railroad ("Metro-North")  
 LANDLORD: 76-86 Viaduct Rd LLC, successor in interest to ISISTERS, LLC  
 LOCATION: 76 and 86 Viaduct Road, Stamford, CT  
 ACTIVITY: Exercising option to renew lease  
 TERM: Five years, August 1, 2017 through July 31, 2022  
 SPACE: 75 parking spaces  
 COMPENSATION: \$86,268.00 per annum / \$7,189.00 per month / \$95.85 per space per month

**COMMENTS:**

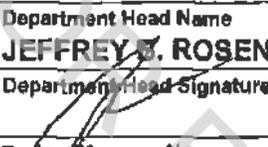
Since 1994, Metro-North has leased 75 parking spaces from 76-86 Viaduct RR LLC, successor in interest to ISISTERS, LLC. Currently, Metro-North's Maintenance of Way ("MOW") employees, working on CDOT projects, are using the parking spaces to work out of an adjacent building owned by CDOT. Metro-North considers this site to be ideal for its needs and has no plans to relocate staff in the foreseeable future.

In August, 2012, the lease was amended (amendment #7) to include a renewal option; the Board approved the amendment in July 2012 (see attached). Metro-North is currently a holdover tenant under the same terms and conditions as the expired lease. Metro-North's option to renew expired on January 31, 2017, 6 months prior to the lease expiration, however the Landlord has agreed to allow Metro-North to exercise its option at the terms agreed to in amendment #7.

MTA Real Estate obtained an independent broker's opinion of value and determined that the landlord's rental proposal to be at market.

MTA Real Estate and MTA Legal are in the process of finalizing the option letter and expect it to be executed on or before March 31, 2018.

# Staff Summary

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

Date <b>JULY 23, 2012</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	7/23/12	X		
2	Board	7/26/12	X		

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

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

LANDLORD: ISISTERS, LLC

LOCATION: 76 and 86 Viaduct Road, Stamford, CT

ACTIVITY: Lease modification and extension

ACTION REQUESTED: Approval of terms

TERM: August 1, 2012 – July 31, 2017

RENEWAL OPTION: August 1, 2017 – July 31, 2022

SPACE: 75 parking spaces

BASE RENT: August 1, 2012 – July 31, 2014  
\$81,348.00 per annum / \$6,779.00 per month / \$90.39 per space per month

August 1, 2014 – July 31, 2017  
\$82,164.00 per annum / \$6,847.00 per month / \$91.29 per space per month

RENEWAL OPTION: Five years  
\$86,268.00 per annum / \$7,189.00 per month / \$95.85 per space per month

REPAIRS AND MAINTENANCE: Landlord's responsibility

**COMMENTS:**

Metro-North currently leases 69 parking spaces at 76 and 86 Viaduct Road from ISISTERS, LLC for employee parking. These spaces are located adjacent to a building owned by Connecticut Department of Transportation at 90 Viaduct Road, where MNR employees are domiciled. The lease expires July 31, 2012.

There are no plans to relocate Metro-North staff in the foreseeable future. Metro-North considers this site to be ideal given its parking requirement and there are no other available parking lots in the immediate area. To accommodate increased staffing, six spaces will be added to the 69 currently leased, for a total of 75.

The proposed rent in the first year of the amendment is a 2% increase per space over the current rent per space. Local brokers indicate that the proposed rents are within the market range for parking spaces in the area.

## Staff Summary

### FINANCE COMMITTEE MEETING ISISTERS, LLC (Cont'd.)

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

FOR REFERENCE PURPOSE ONLY

# Staff Summary

Subject <b>LEASE OPTION TO RENEW-MINEOLA</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JOHN N. LIEBER</b>
Department Head Signature
Project Manager Name <b>MICHAEL DANIELS</b>

Date <b>MARCH 19, 2018</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	3/19/18		x	

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

**AGENCY:** MTA Long Island Rail Road ("LIRR")  
**LANDLORD:** Khalhal Realty  
**LOCATION:** 300 Old County Road, Mineola, NY  
**ACTIVITY:** Exercising option to renew lease  
**TERM:** Six years, October 15, 2018 through October 14, 2024  
**SPACE:** Approximately 1,800 rentable sq. ft. on first floor  
**COMPENSATION:** \$35,838.87 per annum (\$ 19.91 RSF)  
 \$36,734.84 per annum (\$ 20.41 RSF)  
 \$37,653.21 per annum (\$ 20.91 RSF)  
 \$38,594.54 per annum (\$ 21.44 RSF)  
 \$39,559.40 per annum (\$ 21.98 RSF)  
 \$40,548.39 per annum (\$ 22.53 RSF)

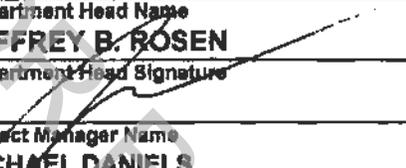
**COMMENTS:**

The LIRR's Employee Association Program ("EAP") currently occupies 1,800 RSF at 300 Old Country Road, Mineola, NY. The EAP provides counseling related services to LIRR employees with respect to substance abuse, stress, financial and marital problems. Due to confidentiality, these services must be offered in non-LIRR facilities. Under the renewal terms, which the Board approved in September, 2010 (attached), rent was pre-determined; all remaining lease conditions remain unchanged, including the MTA's tax exempt status.

MTA Real Estate performed its own due diligence using Costar, a leading industry database, and determined the pre-negotiated rent to be market.

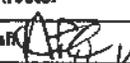
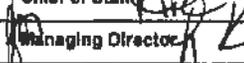
MTA Real Estate and MTA Legal are in the process of finalizing the letter exercising the MTA's renewal option and expects it to be executed by March 31, 2018.

# Staff Summary

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

Date <b>SEPTEMBER 27, 2010</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	9/27/2010	X		
2	Board	9/29/2010	X		

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

<b>Narrative</b>	
<b>AGENCY/TENANT:</b>	MTA Long Island Rail Road ("LIRR")
<b>ACTIVITY:</b>	Office space for Employee Assistance Program ("EAP")
<b>LANDLORDS:</b>	Khalhal Realty
<b>LOCATION:</b>	300 Old Country Road, Mineola, NY
<b>ACTION REQUESTED:</b>	Approval of terms
<b>SPACE:</b>	Approximately 1,800 rentable sq. ft. on first floor
<b>TERM:</b>	Seven years, to commence on possession
<b>POSSESSION:</b>	On delivery of the space with Landlord's Work substantially complete
<b>RENT COMMENCEMENT:</b>	Two months from possession
<b>BASE RENT:</b>	\$30,150.00 per annum (\$16.75 per sq.ft.)
<b>REAL PROPERTY TAXES:</b>	Landlord at its sole cost and expense (approx. \$10,000.00) will subdivide an existing condominium unit and apply for designation of a separate tax lot coinciding with the space to be leased to LIRR. The MTA will assert its tax exemption as soon thereafter as possible. In the meanwhile, provided Landlord acts diligently, LIRR will be responsible for reimbursing the Landlord for any taxes attributable to the subject condominium unit, currently approximately \$14,800.00 (\$8.25 per sq.ft.) per annum.
<b>ANNUAL RENT ESCALATION:</b>	Two and one half percent per annum
<b>RENEWAL OPTION:</b>	Six years with 180 days prior written notice. Upon option execution, Landlord will re-paint, re-carpet and re-tile, to the extent needed.
<b>TERMINATION OPTION:</b>	None
<b>UTILITIES:</b>	Landlord to install direct electric and water meter at tenant's expense, to be refunded upon exercise of renewal option.
<b>SERVICES:</b>	Landlord will provide cleaning pursuant to agreed-upon specifications.
<b>PARKING:</b>	Free access to non-restricted open parking spaces.

# Staff Summary

## FINANCE COMMITTEE MEETING Khalhal Realty (Cont'd)

- LANDLORD'S WORK:** Landlord will at its own cost provide a turn-key initial fit-out (valued at approximately \$45,000.00/\$25.00 rsf), based on the Tenant's preliminary plans and specifications.
- MAINTENANCE AND REPAIRS:** Tenant will be responsible for all non-structural repairs within the leased space. Maintenance and repairs of building common areas, HVAC system, building systems and all structural components of the building will be the condominium association's responsibility.
- SECURITY DEPOSIT:** None

### COMMENTS:

The EAP provides counseling-related services to LIRR employees with respect to substance abuse, stress, financial and marital problems, etc. It has been occupying space at 173 Mineola Boulevard since 1997 under a lease that is currently month-to-month. For reasons relating to confidentiality, the EAP needs to be physically removed from other LIRR operations.

While LIRR indicated a desire to leave the EAP at its existing location, site visits were conducted at several locations in an effort to reduce costs. Evaluations based on cost, operational needs and space configuration yielded a short list consisting of three buildings: 300 Old Country Road, 173 Mineola Boulevard and 169 Mineola Boulevard. The 173 and 169 Mineola Boulevard landlords were both asking \$26.00 per sq. ft. with a three percent annual increases. Only 300 Old Country Road was able to offer condominium space. By occupying an entire tax lot, the MTA can take advantage of its tax exempt status and thereby significantly lower its occupancy costs. The LIRR will save approximately \$18,000.00 per year by moving the EAP to 300 Old Country Road rather than leaving it at 173 Mineola Boulevard.

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

# Staff Summary

<b>Subject</b> <b>CHANGE OF CORPORATE NAME FOR LITTLE NECK TRAIN STATION</b>
<b>Department</b> <b>REAL ESTATE</b>
<b>Department Head Name</b> <b>JOHN N. LIEBER</b>
<b>Department Head Signature</b>
<b>Project Manager Name</b> <b>ROBERT GOLDBERG</b>

<b>Date</b> <b>MARCH 19, 2018</b>
<b>Vendor Name</b>
<b>Contract Number</b>
<b>Contract Manager Name</b>
<b>Table of Contents Ref. #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	3/19/18		X	

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

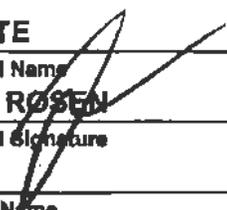
**AGENCY:** MTA Long Island Rail Road ("LIRR")  
**LESSEE:** Belle Management Corp./Ollies Transportation Service Inc.  
**LOCATION:** Little Neck Train Station, Little Neck, Queens County, New York  
**ACTIVITY:** Change of corporate name for the lease for a taxi dispatch office and 6 Taxi Cab Parking Spaces  
**TERM:** 10 Years  
**SPACE:** Dispatch Office is approximately 118 s/f, Parking Spaces are approximately 120 s/f each  
**COMPENSATION:** \$17,250 first year with 3% increases annually thereafter during the term

**COMMENTS:**

Subsequent to a previously approved staff summary dated December 12, 2016, (a copy of which is attached) Lessee make a corporate name change from Global Administrative Services, LLC to Belle Management Corp./Ollies Transportation Service Inc.

All other terms and conditions remain unchanged on the above-referenced terms and conditions.

# Staff Summary

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

Date <b>DECEMBER 12, 2016</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	12/12/16	X		
2	Board	12/14/16	X		

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

**AGENCY:** MTA Long Island Rail Road Company ("LIRR")  
**LESSEE:** Global Administrative Services, LLC  
**LOCATION:** Little Neck station, Borough/County of Queens  
**ACTIVITY:** Taxi dispatch office and 6 taxi parking spaces  
**ACTION REQUESTED:** Approval of terms  
**TERM:** 10 years  
**SPACE:** Dispatch office approximately 118 s/f; parking spaces approximately 120 s/f each  
**RENT:** \$17,250 first year with 3% increases annually thereafter during the term

**COMMENTS:**

LIRR's taxi dispatch office and 6 taxi parking spaces were included in a recent RFP. The taxi office and spaces are located on the south side of the right of way, east of Little Neck Parkway, within the commuter parking lot. Global Administrative Services, LLC was the sole proposer and is the incumbent tenant. It offered rent in the amount of \$143,499.37 NPV for the proposed ten year term.

The tenant will be responsible for refurbishing and maintaining the interior of the taxi office and repainting the stripes for its parking spaces, as well as providing standard insurance coverages, at its sole cost and expense.

The proposed rent is within the range of fair market value for the property as estimated in advance by MTA Real Estate's Independent consultant.

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

# Staff Summary

Subject <b>CHANGE OF CORPORATE NAME FOR PORT WASHINGTON TRAIN STATION</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JOHN N. LIEBER</b>
Department Head Signature
Project Manager Name <b>ROBERT GOLDBERG</b>

Date <b>MARCH 19, 2018</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	3/19/18		X	

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

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

LESSEE: NewsLand Inc.

LOCATION: Port Washington Train Station, Port Washington, Nassau County, New York

ACTIVITY: Change of corporate name for the retail lease at the Port Washington Train Station

TERM: 10 Years

SPACE: Newsstand is approximately 60 s/f

RENT: \$43,200 first year with 3% increases annually thereafter during the term

**COMMENTS:**

Subsequent to a previously submitted information item dated July 2016, (a copy of which is attached) the successful proposer formed Newsland, Inc as the named lessee, subsequent to the July 2016 committee meeting.

All other terms and conditions remain unchanged on the above-referenced terms and conditions.

# Staff Summary

<b>Subject</b> <b>LICENSE WITH CUNY-YORK COLLEGE</b>
<b>Department</b> <b>REAL ESTATE</b>
<b>Department Head Name</b> <b>JOHN N. LIEBER</b>
<b>Department Head Signature</b>
<b>Project Manager Name</b> <b>MICHAEL DANIELS</b>

<b>Date</b> <b>MARCH 19, 2018</b>
<b>Vendor Name</b>
<b>Contract Number</b>
<b>Contract Manager Name</b>
<b>Table of Contents Ref. #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	3/19/18		x	

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

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

LICENSOR: The City University Of New York (CUNY-York College)

LOCATION: 94-20 Guy R. Brewer Blvd, Jamaica, NY 11451  
Site #9 and adjacent temporary parking lot  
["Block 10159, Lot 3" and "Block 10160, Lot 1"]

ACTIVITY: License to perform an environmental inspection on a vacant parking lot and adjacent area

TERM: Sixty days from commencement

COMPENSATION: Payment waived

**COMMENTS:**

As part of the Jamaica Bus Depot renovation project, NYCT Department of Buses ("Buses") requires a temporary off-site location to relocate its buses during the renovation. Buses has identified York College property that would meet its needs during the renovation project.

As part of the process to license the location from York College, both parties have agreed that it would be prudent for Buses to perform an environmental inspection prior to an agreement to temporarily use it during the depot renovation.

MTA Real Estate and MTA Legal are in the process of finalizing the license and expect it to be executed on or before March 31, 2018.

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