



Metropolitan Transportation Authority

Finance Committee Meeting September 2018

Committee Members

L. Schwartz, Chair

F. Ferrer, Vice Chair

N. Brown*

I. Greenberg*

D. Jones

C. Moerdler

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, 9/24/2018

12:45 - 2:00 PM ET

1. PUBLIC COMMENTS PERIOD

2. APPROVAL OF MINUTES – JULY 23, 2018

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3. 2018 COMMITTEE WORK PLAN

2018 Work Plan - Page 12

4. BUDGETS/CAPITAL CYCLE

BudgetWatch (Handout also available in the Exhibit Book and MTA.Info)

Finance Watch

Finance Watch - Page 20

5. MTA HEADQUARTERS & ALL-AGENCY ITEMS

Action Items

Administrative Revisions to Advertising Policy - Page 36

New York Power Authority Long Term Agreement - Page 42

Resolution to Authorize the Execution, Filing and Acceptance of Federal Funds - Page 44

Report and Information Items

Contract Change Order Report - Page 52

As Needed Consulting Contract Report - Page 58

2018 Preliminary Budget/July Financial Plan 2018-2021 (Materials Previously Distributed)

Procurements

MTAHQ Procurement Report - Page 67

MTAHQ Non-Competitive Procurements - Page 69

MTAHQ Competitive Procurements - Page 71

MTAHQ Ratifications - Page 77

6. METRO-NORTH RAILROAD

MNR Procurements - Page 84

7. LONG ISLAND RAIL ROAD

8. NEW YORK CITY TRANSIT, and MTA BUS OPERATIONS

NYCT Procurements - Page 98

9. BRIDGES AND TUNNELS

B&T Procurement - Page 118

10. FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY (No Items)

11. MTA CONSOLIDATED REPORTS

July

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Overtime - Page 126

Subsidy, Interagency Loans and Stabilization Fund Transactions - Page 130

Debt Service - Page 141

Positions - Page 143

Farebox Operating and Recovery Ratios - Page 146

MTA Ridership - Page 147

Fuel Hedge Program - Page 171

June

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Overtime - Page 180

Subsidy, Interagency Loans and Stabilization Fund Transactions - Page 184

Debt Service - Page 193

Positions - Page 195

Farebox Operating and Recovery Ratios - Page 198

MTA Ridership - Page 199

Other

12 month allocation 2018 Mid-Year Forecast - Page 223

12. REAL ESTATE AGENDA

Action Items

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Report and Information Items

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Minutes of the MTA Finance Committee Meeting
July 23, 2018
2 Broadway, 20th Floor Board Room
New York, NY 10004
Scheduled 12:45 PM

The following Finance Committee Members attended:

Hon. Fernando Ferrer, Vice Chair
Hon. Ira Greenberg
Hon. David R. Jones
Hon. Charles G. Moerdler
Hon. Mitchell H. Pally
Hon. Polly Trottenberg
Hon. Veronica Vanterpool
Hon. James E. Vitiello
Hon. Carl Weisbrod
Hon. Neal Zuckerman

The following Finance Committee Members did not attend:

Hon. Lawrence Schwartz, Chair
Hon. Norman E. Brown
Hon. Scott Rechler
Hon. Peter Ward
Hon. Carl V. Wortendyke

The following Board Members were also present:

Hon. Andrew Albert
Hon. Susan G. Metzger

The following MTA staff attended:

Robert Foran
Douglas Johnson
Patrick McCoy
David Ross
Janno Lieber
David Florio

Vice Chair Ferrer called the July 23, 2018 meeting of the Finance Committee to order at 2:00 PM.

Prior to the start of the meeting, Vice Chair Ferrer recognized Mr. Douglas Johnson on the occasion of his last Finance Committee meeting before his retirement this month. Mr. Ferrer noted that Mr. Johnson worked for the MTA Budget Office for 35 years, and has been Director of Management and Budget for the last nine years. Mr. Ferrer thanked Mr. Johnson for his service to MTA. Mr. Johnson voiced his appreciation and gratitude for being able to serve the MTA for that time, noting it has been a truly rewarding experience.

I. Public Comments

There were three public speakers. Mr. Murray Bodin discussed his gratitude to TBTA for addressing one of his concerns related to painted lines, and that TBTA staff and a consultant met with him and listened to his concerns and documented that his ideas were good ones. Mr. Omar Vera thanked Mr. Johnson for his service and discussed the biennial fare and toll raise and suggested having discounts for veterans. Mr. Jason Pinero voiced his concerns that additional revenues are needed and that procurements need to be examined closely. Additionally, Mr. Pinero requested that a pilot study, such as the Atlantic Ticket Field Study, should be implemented for the Metro-North trains servicing Riverdale.

II. Approval of Minutes

The Committee voted to approve the minutes to its prior meeting held on June 18, 2018 (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. Johnson noted that there is no BudgetWatch for July because the July Financial Plan will be presented by Mr. Robert Foran in a joint meeting of the Board and Finance Committee on Wednesday, July 25, 2018.

B. FinanceWatch

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

Recent Transactions: Mr. McCoy commented that the Committee book has the summary of the \$1,600 million Transportation Revenue Bond Anticipation Notes, Series 2018B that closed on June 19, 2018 (and was reported at the June Finance Committee meeting) and also contains summaries of the Triborough Bridge and Tunnel Authority (TBTA) General Revenue Variable Rate Bonds, Subseries 2005B-3 and TBTA Series 2001C, that were successfully remarketed with new letters of credit by State Street Bank and Trust Company.

Upcoming Transactions: Mr. McCoy reported that there will be several transactions in August and early September, including TBTA and Transportation Revenue Bond (TRB) current refundings and several TRB variable rate remarketings. Mr. McCoy noted he will report on all these transactions at the September Finance Committee.

Fuel Hedge: Mr. McCoy reported that on June 26, 2018, MTA executed a 2.8 million gallon ultra-low sulfur diesel fuel hedge with Goldman Sachs & Co./J. Aron at an all-in price of \$2.176/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 June 2019 through May 2020.

Discussion: Mr. Moerdler inquired about whether MTA Finance staff had sufficient flexibility to time when transactions are placed in the market, especially if news or events create volatility, and whether additional authorization is needed to increase that flexibility. Mr. McCoy noted that general considerations when bringing a transaction to market include economic activity and other issuances in the market, and that if there is an event that is affecting the market, a transaction can be paused and brought back later. Mr. McCoy noted that once disclosure for the transaction has been published, generally the timing needs to be within 15 days of the disclosure, but within that window of time there is flexibility. Mr. McCoy further noted that additional authorization is not needed, because when the Board authorizes transactions, it provides staff the latitude to find the best timing in the market, but he thanked Mr. Moerdler for the consideration.

Mr. Jones voiced his concern about debt service as a percentage of the budget and noted that he thinks the City is capped at 15% of its budget, but MTA is approaching closer to 20%. He further noted his concern about whether there are limits and have there been stress tests for borrowing, such as recession, further downgrades, and how much debt can be undertaken and reasonably balance the budget. Mr. Robert Foran responded that the preliminary budget being presented on Wednesday has debt service at a level of 16% of the budget. He noted that projections do show a higher percentage in the out years, building to 19%, but actuals are typically less because of the conservative assumptions incorporated into the budget. Mr. Jones noted that there is no cap and wondered whether the Board should implement a cap. Mr. Foran noted that there is a statutory cap on the total amount of bonds that may be issued, but that the percentage of the budget comprised by debt service does not have a specific cap. He further commented that this allows for some flexibility to take more debt when advantageous, such as low interest rates on long-term fixed rate bonds or low-cost variable rate debt. Mr. Foran noted that when analyzing information for any Financial Plan, MTA Budget and Finance staff look at what could happen, such as projected interest rates rising and how they might go, so in that sense there are stress tests on the analyses before each Financial Plan is published.

V. MTA Headquarters and All-Agency Items

A. Action Items

1. Authorization to Increase Transportation Revenue Anticipation Notes

The first action item was an authorization to increase Transportation Revenue Anticipation Notes from \$350 million to \$700 million (see pages 34 through 51 of the Committee book).

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

2. Extension of Owner Controlled Insurance for East Side Access

Mr. Johnson reported that the second item is requesting approval to extend the Excess Liability policies of the MTA's Owner Controlled Insurance Program (OCIP) for the East Side Access project through March 31, 2021, including authorization to extend Excess Liability with

Navigators and a consortium of London and Bermuda Insurers, authorization for FMTAC to underwrite the first layer of Excess Liability Insurance, and for additional funding of \$27 million (see pages 52 and 53 of the Committee book).

Discussion: Mr. Moerdler inquired about the insurance broker. Ms. Phyllis Rachmuth, Director of Risk and Insurance Management, responded that the insurance broker is Willis of NY.

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

B. Reports and Information Item

Mr. Johnson reported that there was one Report and Information Item, the draft of the unaudited MTA Financial Statements for the first quarter that was provided to the Committee. The draft was being presented to the Audit Committee later that day.

C. Procurements

Mr. Ross reported that there were three non-competitive procurements, 14 competitive procurements, and four ratifications for MTA Headquarters for a total of \$74,073,071 (see pages 54 through 83 of the Committee book for all MTAHQ procurement items). Mr. Ross noted that one of the non-competitive items is for maintenance and support of Computer Associates software and it had been pulled from the June agenda to add additional, clarifying language to the staff summary (Mr. Sid Gelineau was available for questions on that item). Mr. Ross provided highlights of certain procurements from the non-competitive, competitive, and Executive Order 168 ratifications. Mr. Ross discussed the item related to IBM, Inc. to provide professional and technical consulting services to bring pensions through PeopleSoft for Phase II (defined benefit pension plans for the LIRR closed plans, the SIRTOA, MaBSTOA, and MTA Bus plans). Mr. Ross commented that while the selection was not the lowest bid, there was due diligence and an extensive review process and the conclusion was that the selection of IBM was the better choice (see description of selection in the staff summary on pages 67 and 68 of the Committee book). Mr. Ross highlighted the Danella Rental Systems/TNT Equipment item and VF Imagewear items.

Discussion: Mr. Moerdler inquired regarding the dynamics of the VF Imagewear item and the reassignment. Mr. Ross explained that the company that had the contract had trouble performing on its contract and assigned it back to VF Imagewear. The extension will allow for the RFP process for a competitively negotiated multi-agency contract to replace it, although there are limited vendors available. Mr. Moerdler inquired about whether bid bonds had been issued by the company. Mr. Ross indicated that he needed to check on that because it was a NYCT awarded contract. Mr. Moerdler further inquired whether there is a policy required for bid bonds. Mr. Ross indicated that he would check on that and report back.

Mr. Weisbrod inquired regarding the item related to pre-qualifying energy services companies (ESCOs) eligible to supply electricity to the MTA and why they are needed because his understanding is that MTA gets its power from New York Power Authority (NYPA) and that is the cheapest form of power available. He further inquired about the role of ESCOs in the market compared to NYPA. Mr. Ross answered that contracts are not being awarded, but the intent is to get a pool of potential ESCOs that may provide more competitive energy to the MTA.

Mr. Weisbrod inquired about why the ESCOs might be less expensive than NYPA. Ms. Nora Ostrovskaya, Director of Strategic Initiatives, responded that under its contract with MTA, NYPA purchases power, acting similarly to an ESCO. Ms. Ostrovskaya further noted that the five ESCOs are being pre-qualified to create an option to the MTA to be able to bid for products not offered by NYPA (for example, a fixed price product), but contracts will not be awarded unless there are savings to the MTA. Mr. Weisbrod asked whether NYPA is a power producer. Ms. Ostrovskaya noted that there are two sides to the relationship with NYPA; in one capacity, NYPA purchases power for MTA at market prices, and in the second capacity, NYPA has dedicated assets to its 11 governmental customers that sell power in the market. MTA and the other NYPA governmental customers pay for running this power production and receive revenues from it. Ms. Ostrovskaya likened the relationship to a financial hedge in the sense that if energy costs increase in the market, while MTA pays more for the power purchased for it, it also receives more revenues from the dedicated assets that sell the power. Mr. Weisbrod commented that it was his understanding that NYPA was created to provide low cost energy, but that it sounds as if NYPA was just another producer selling at market prices. Ms. Ostrovskaya noted that the original statutory language created NYPA as providing power directly to MTA and governmental customers, but the mechanism has changed and now NYPA acts as a pass-through for market prices to MTA. She further commented that NYPA is passing through the costs, but is not making a profit. Mr. Patrick Foye, President, commented that NYPA has similar relationship with the Port Authority, and that while governmental customers purchase from NYPA, the pre-qualified ESCOs will provide opportunities to MTA for lower costs. Ms. Ostrovskaya added that the model was tested for a small purchase for Metro-North and it did generate savings.

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

VI. Metro-North Railroad

A. Procurement

Mr. Ross reported that there was one item for Metro-North, a request to use the design build RFP process to procure new diesel DC electric locomotives (see pages 84 and 85 of the Committee book).

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

VII. LIRR

There were no items for LIRR.

VIII. NYCT/MTA Bus Operations

A. Procurements

Mr. Ross reported that for NYCT there was a request to award 18 contracts to nine firms for an estimated \$200 million. These five-year contracts will be used for as-needed staffing services on miscellaneous NYCT, MTACC, B&T and related agency projects. Additionally, NYCT is proposing the award of nine competitively negotiated personal service contracts providing independent medical examinations for five years with an estimated aggregate value of \$33.5

million. Lastly, there was a \$2.9 million retroactive modification to a contract with Judlau for work at the Cortlandt Street subway station (see pages 86 through 91 of the Committee book)

Discussion: Mr. Albert inquired regarding the Judlau contract modification and whether it will change the date of the opening of the station. Mr. Janno Lieber, Chief Development Officer, responded that the original contract did not include this in the scope and now it is being added, but it does not affect the date of the opening.

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

IX. Bridges and Tunnels

There were no items for Bridges and Tunnels.

X. FMTAC

There were no items for FMTAC.

XI. MTA Consolidated Reports

This month's consolidated reports include: May actual results versus Adopted Budget, 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 92 through 145 of the Committee book).

XII. Real Estate Agenda

A. Action Items

Mr. David Florio reported that there were eight action items (see pages 146 through 208 of the Committee book for all real estate action and information items), which include:

- a) Lease amendment for short term additional office space at 420 Lexington Avenue (Graybar Building) for Metro-North to temporarily relocate its Training Center.
- b) Exercise of lease option for expansion space at the Graybar Building.
- c) License agreement with Emtee Cleaners, Inc. for retail space at the Croton-Harmon train station.
- d) Acquisition of property from CSX Transportation, Inc. on the Hudson Line in Poughkeepsie, NY.
- e) License agreement with the Village of East Rockaway to improve and operate a commuter parking lot at 514 Ocean Avenue, East Rockaway, NY.
- f) Extension of the license with Bombardier Transportation for use of its Arch Street facility in connection with the installation of PTC equipment on rail cars.
- g) Amendment of a lease with Columbus Turnstyle, LLC for retail space in the 59th Street/Columbus Circle Subway Station.
- h) Acquisition of easements at 69th Tenants Corporation building (Imperial House) in support of the 68th Street-Hunter College station ADA elevator installation project.

Discussion: Mr. Pally inquired regarding the item related to the East Rockaway parking lot and whether because of MTA's work, there would not be any residency requirements. Mr. Florio noted that to his knowledge there are no residency requirements, but he will confirm.

Mr. Zuckerman inquired regarding the Metro-North Training Center and why classroom space is needed in the Midtown location rather than a more affordable location outside the city. Mr. Florio commented that currently the Training Center is in 347 Madison Avenue and as part of the redevelopment of that building, the Training Center needs to be relocated. He noted other Midtown locations that were explored, but the Graybar Building accommodated the short-term lease and no taxes are being paid. Mr. Zuckerman further inquired why only Midtown locations were explored when Metro-North has employees in several locations, and other locations such as Yonkers may be more affordable. Catherine Rinaldi, President of Metro-North, responded that a training facility needs to be accessible to employees on all Metro-North lines, so having it in Yonkers or Poughkeepsie added challenges to those logistics. Ms. Rinaldi further noted that space at 125th Street that could accommodate employees on all lines was also explored, but was not as affordable as the Graybar Building.

Mr. Albert inquired about why Metro-North cars are serviced at Arch Street facility (near Long Island City) and whether they go back over Hell Gate Bridge to return. Ms. Rinaldi affirmed that is the process and noted Bombardier is located at the Arch Street facility and so for purposes of the work involved for PTC compliance the Arch Street facility is most effective.

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

XIII. Adjournment

Upon motion duly made and seconded, the July 23, 2018 meeting of the Finance Committee was adjourned at 2:44 PM.

Respectfully submitted,

Marcia Tannian
Deputy Director, Finance

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2018 Finance Committee Work Plan

I. RECURRING AGENDA ITEMS

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

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

October 2018

2019 Preliminary Budget/July Financial Plan 2019-2022
(materials previously distributed)

MTA Div. Mgmt/Budget

Other:

Update on the Business Service Center
Annual Review of MTA's Derivative Portfolio -
Including Fuel Hedge
MTA 2018 Semi-Annual Investment Report

MTA BSC
MTA Finance

MTA Treasury

November 2018

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

MTA Div. Mgmt/Budget

Other:

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

MTA Comptroller
MTA CFO

December 2018

Adoption of 2019 Budget and 2019-2022 Financial Plan

MTA Div. Mgmt/Budget

Action Items:

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

MTA Finance

MTA Finance
MTA Treasury

Other:

Draft 2019 Finance Committee Work Plan
Contract Change Order Report

MTA Div. Mgmt/Budget
MTA Proc., Agencies

January 2019

Other:

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

MTA Finance

MTA Comptroller

February 2019

Action Items:

2018 TBTA Operating Surplus	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
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March 2019

Action Items:

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

MTA Prompt Payment Annual Report 2018	MTA BSC
Contract Change Order Report	MTA Proc., Agencies

April 2019

Action Item:

MTA 2018 Annual Investment Report	MTA Treasury
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Other:

Annual Report on Variable Rate Debt	MTA Finance
DRAFT MTA Financial Statements Fiscal Year-End Twelve-Months Ended December 2018	MTA Comptroller

May 2019

Other:

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

June 2019

Action Item:

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

Update on IT Transformation	MTA Information Technology
Update on Procurement Consolidation	MTA Procurement
Contract Change Order Report	MTA Proc., Agencies
DRAFT MTA Financial Statements 1 st Quarter for the Three-Months Ended March 2018	MTA Comptroller

July 2019

2020 Preliminary Budget/July Financial Plan 2020-2023 (Joint Session with MTA Board)	MTA Div. Mgmt/Budget
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September 2019

2020 Preliminary Budget/July Financial Plan 2020-2023 (materials previously distributed)	MTA Div. Mgmt/Budget
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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 2nd Quarter for the Six-Months Ended June 2019

MTA Comptroller

DETAILS

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 2019, a Final Proposed Budget for 2019, 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.

APRIL 2019

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 2018

Included for information is a copy of the Independent Accountant's Audit Report of MTA Financial Statements for the Twelve-Months ended, December 31, 2018.

MAY 2019

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 2018 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 2019

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 2019

Included for information is a copy of the Independent Accountant's Review Report of MTA Financial Statements for the Three-Months ended, March 31, 2019.

JULY 2019

2020 Preliminary Budget/July Financial Plan 2020-2023 (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 2020-2023.

SEPTEMBER 2019

2020 Preliminary Budget/July Financial Plan 2020-2023

Public comment will be accepted on the 2020 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 2019

Included for information is a copy of the Independent Accountant's Review Report of MTA Financial Statements for the Six-Months ended, June 30, 2019.

FinanceWatch

September 24, 2018

Letter of Credit Extension

\$97,230,000 MTA Transportation Revenue Variable Rate Bonds, Subseries 2015E-1

On August 21, 2018, MTA extended the direct pay letter of credit from U.S. Bank National Association that is associated with Transportation Revenue Variable Rate Bonds, Subseries 2015E-1 for three years to August 20, 2021.

Financing Activity

\$95,180,000 MTA Transportation Revenue Variable Rate Refunding Bonds, Subseries 2005E-1

\$71,385,000 MTA Transportation Revenue Variable Rate Refunding Bonds, Subseries 2005E-3

On August 22, 2018, MTA effectuated a mandatory tender and remarketed \$95.180 million MTA Transportation Revenue Variable Rate Refunding Bonds, Subseries 2005E-1 and \$71.385 million MTA Transportation Revenue Variable Rate Refunding Bonds, Subseries 2005E-3 because their irrevocable direct-pay LOCs with Bank of Montreal were expiring by their terms and was substituted with separate irrevocable direct-pay LOCs each issued by PNC Bank, National Association. Each LOC will expire on August 20, 2021. PNC Capital Markets LLC will serve as remarketing agent.

Orrick, Herrington & Sutcliffe LLP and Bryant Rabbino LLP served as co-bond counsel and Public Resources Advisory Group and Rockfleet Financial Services, Inc. served as co-financial advisors.

\$207,220,000 MTA Transportation Revenue Refunding Green Bonds, Series 2018B

On August 23, 2018, MTA issued \$207.220 million MTA Transportation Revenue Refunding Green Bonds, 2018B. The Series 2018B bonds were issued as tax-exempt fixed rate bonds with a final maturity of November 15, 2028. Proceeds from the transaction were used to refund the following bonds:

<u>Series Name</u>	<u>Par Amount (in \$ millions)</u>
MTA Dedicated Tax Fund Refunding Bonds, Subseries 2008B-3a	35.000
MTA Transportation Revenue Bonds, Series 2008C	73.985
MTA Transportation Revenue Variable Rate Bonds, Subseries 2015E-1	19.805
MTA Transportation Revenue Variable Rate Bonds, Subseries 2015E-2	49.510
MTA Transportation Revenue Variable Rate Bonds, Subseries 2015E-3	39.610
MTA Transportation Revenue Variable Rate Bonds, Subseries 2015E-4	13.010
MTA Transportation Revenue Variable Rate Bonds, Subseries 2015E-5	13.010

The refunding resulted in a net present value savings of \$27.771 million or 11.38% of the par amount of the refunded bonds. J.P. Morgan served as the book-running senior manager. Academy Securities (SDVOB), Alamo Capital (WBE), and the MBE joint venture of The Williams Capital Group, L.P.

and PNC Capital Markets LLC served as special co-senior managers. Nixon Peabody LLP and D. Seaton and Associates served as co-bond counsel and Public Resources Advisory Group and Rockfleet Financial Services, Inc. served as co-financial advisors.

Transactions Summary Statistics

	<u>Series 2018B</u>
<i>Par Amount:</i>	\$207.220 million
<i>Premium:</i>	\$31.060 million
<i>All-in TIC:</i>	2.71%
<i>Average Life:</i>	7.11 years
<i>PV Savings (\$):</i>	\$27.771 million
<i>PV Savings (%):</i>	11.38% ⁽¹⁾
<i>Final Maturity:</i>	11/15/2028
<i>Underwriter's Discount:</i>	\$3.97 (\$822,991)
<i>State Bond Issuance Fee:</i>	\$0 ⁽²⁾
<i>Cost of Issuance:</i>	\$2.51 (\$520,231)
<i>Ratings(Moody's/S&P/Fitch/Kroll):</i>	A1/A/AA-/AA+
<i>Senior Manager:</i>	J.P. Morgan
<i>Co-Senior Manager:</i>	Academy Securities Alamo Capital The Williams Capital Group, L.P. PNC Capital Markets LLC

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

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

\$270,090,000 Triborough Bridge and Tunnel Authority General Revenue Refunding Bonds, Series 2018B

On August 30, 2018, MTA issued \$270.090 million Triborough Bridge and Tunnel Authority General Revenue Refunding Bonds, Series 2018B. The Series 2018B bonds were issued as tax-exempt fixed rate bonds with a final maturity of November 15, 2031. Proceeds from the transaction were used to refund the following bonds:

<u>Series Name</u>	<u>Par Amount (in \$ millions)</u>
TBTA General Revenue Bonds, Series 2008C	195.450
TBTA Subordinate Revenue Bonds, Series 2008D	123.300

The refunding resulted in a net present value savings of \$61.647 million or 19.34% of the par amount of the refunded bonds. Jefferies LLC served as the book-running senior manager. Drexel Hamilton, LLC (SDVOB), Blaylock Van LLC (MBE) and Stern Brothers & Co. (WBE) served as special co-senior managers. Nixon Peabody LLP and D. Seaton and Associates served as co-bond counsel and Public Resources Advisory Group and Backstrom McCarley served as co-financial advisors.

Transactions Summary Statistics

	<u>Series 2018B</u>
<i>Par Amount:</i>	<i>\$270.090 million</i>
<i>Premium:</i>	<i>\$56.825 million</i>
<i>All-in TIC:</i>	<i>2.75%</i>
<i>Average Life:</i>	<i>10.58 years</i>
<i>PV Savings (\$):</i>	<i>\$61.647 million</i>
<i>PV Savings (%):</i>	<i>19.34%⁽¹⁾</i>
<i>Final Maturity:</i>	<i>11/15/2031</i>
<i>Underwriter's Discount:</i>	<i>\$4.57 (\$1,234,808)</i>
<i>State Bond Issuance Fee:</i>	<i>\$0⁽²⁾</i>
<i>Cost of Issuance:</i>	<i>\$1.46 (\$395,509)</i>
<i>Ratings(Moody's/S&P/Fitch/Kroll):</i>	<i>Aa3/AA-/AA-/AA</i>
<i>Senior Manager:</i>	<i>Jefferies LLC</i>
<i>Co-Senior Manager:</i>	<i>Blaylock Van LLC Drexel Hamilton, LLC Stern Brothers & Co.</i>

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

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

\$159,280,000 Triborough Bridge and Tunnel Authority General Revenue Refunding Bonds, Series 2018C

On August 30, 2018, MTA issued \$159.280 million Triborough Bridge and Tunnel Authority General Revenue Refunding Bonds, Series 2018C. The Series 2018C bonds were issued as tax-exempt fixed rate bonds with a final maturity of November 15, 2038. Proceeds from the transaction were used to refund \$181.135 million Triborough Bridge and Tunnel Authority General Revenue Bonds, Subseries 2009A-2.

The refunding resulted in a net present value savings of \$20.842 million or 11.51% of the par amount of the refunded bonds. Jefferies LLC served as the book-running senior manager. Drexel Hamilton, LLC (SDVOB), Blaylock Van LLC (MBE) and Stern Brothers & Co. (WBE) served as special co-senior managers. Nixon Peabody LLP and D. Seaton and Associates served as co-bond counsel and Public Resources Advisory Group and Backstrom McCarley served as co-financial advisors.

Transactions Summary Statistics

	<u>Series 2018C</u>
<i>Par Amount:</i>	<i>\$159.280 million</i>
<i>Premium:</i>	<i>\$24.080 million</i>
<i>All-in TIC:</i>	<i>3.66%</i>
<i>Average Life:</i>	<i>17.55 years</i>
<i>PV Savings (\$):</i>	<i>\$20.842 million</i>
<i>PV Savings (%):</i>	<i>11.51%⁽¹⁾</i>
<i>Final Maturity:</i>	<i>11/15/2038</i>
<i>Underwriter's Discount:</i>	<i>\$4.73 (\$753,470)</i>
<i>State Bond Issuance Fee:</i>	<i>\$0⁽²⁾</i>
<i>Cost of Issuance:</i>	<i>\$2.13 (\$339,428)</i>

Ratings(Moody's/S&P/Fitch/Kroll):

Aa3/AA-/AA-/AA

Senior Manager:

Jefferies LLC

Co-Senior Manager:

Blaylock Van LLC Drexel Hamilton, LLC

Stern Brothers & Co.

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

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

\$193,565,000 MTA Transportation Revenue Variable Rate Bonds, Subseries 2015E-2

On September 5, 2018, MTA effectuated a mandatory tender of \$193.460 million MTA Transportation Revenue Variable Rate Bonds, Subseries 2015E-2 because its irrevocable direct-pay LOC with Bank of Tokyo-Mitsubishi UFJ Ltd. was expiring by its terms and MTA executed a Bond Purchase Agreement and Firm Remarketing Agreement constituting a Private Placement with Royal Bank of Canada to replace the expiring LOC. The Initial Mandatory Purchase date for the Subseries 2015E-2 bonds is September 5, 2023.

\$225,200,000 MTA Transportation Revenue Variable Rate Bonds, Series 2015E

On September 5, 2018, MTA effectuated a mandatory tender and remarketed \$154.850 million MTA Transportation Revenue Variable Rate Bonds, Subseries 2015E-3; \$70.350 million MTA Transportation Revenue Variable Rate Bonds, Subseries 2015E-4; and \$48.185 million MTA Transportation Revenue Variable Rate Bonds, Subseries 2015E-5 because their respective irrevocable direct-pay LOCs were expiring by their terms. The LOC relating to the Subseries 2015E-3 issued by Citibank, N.A. was substituted with a LOC issued by Bank of America, N.A. The LOC will expire on September 2, 2022. BofA Merrill Lynch will serve as remarketing agent. The LOCs relating to the Subseries 2015E-4 and Subseries 2015E-5 issued by Bank of the West and U.S. Bank National Association, respectively, were substituted with a LOC issued by PNC Capital Markets as both Subseries were combined into one (Subseries 2015E-4). The LOC for the combined Subseries 2015E-4 will expire on September 3, 2021. PNC Capital Markets will serve as remarketing agent.

Nixon Peabody LLP and D. Seaton and Associates served as co-bond counsel and Public Resources Advisory Group and Backstrom McCarley served as co-financial advisors.

Upcoming Transaction

\$107,280,000 Triborough Bridge and Tunnel Authority General Revenue Variable Rate Bonds, Series 2001B

In September 2018, MTA will effectuate a mandatory tender and remarket \$107.280 million of Triborough Bridge and Tunnel Authority General Revenue Variable Rate Bonds, Series 2001B because its irrevocable direct-pay LOC relating to the Series 2001B Bonds issued by State Street Bank, is expiring by its terms. The Series 2001B Bonds will be remarketed in Term Rate Mode as Secured

Overnight Financing Rate (SOFR) Tender Notes with a purchase date of September 26, 2019, and with an interest rate of 67% of SOFR plus a spread that will be determined at pricing.

This transaction will be led by book-running senior manager J.P. Morgan together with special co-senior managers: Loop Capital Markets, a MBE firm; and TD Securities. Nixon Peabody LLP and D. Seaton and Associates will serve as co-bond counsel and Public Resources Advisory Group and Rockfleet Financial Services, Inc. will serve as co-financial advisors.

Ratings Action

On August 8, 2018, S&P Global Ratings lowered its long-term rating on all outstanding MTA Transportation Revenue Bonds to A from A+. The outlook remains “negative”.

Fuel Hedging Program

\$6,129,720 Diesel Fuel Hedge

On July 31, 2018, MTA executed a 2,820,856 gallon ultra-low sulfur diesel fuel hedge with Merrill Lynch Commodities, Inc. at an all-in price of \$2.173/gallon. MTA's existing approved commodity counterparties participated in bidding on the transaction: Goldman, Sachs & Co./ J Aron; J.P. Morgan Ventures Energy Corporation; Macquarie Group; and Merrill Lynch Commodities, Inc. The hedge covers the period from July 2019 through June 2020.

\$6,271,296 Diesel Fuel Hedge

On August 29, 2018, MTA executed a 2,831,924 gallon ultra-low sulfur diesel fuel hedge with Goldman, Sachs & Co./ J Aron at an all-in price of \$2.215/gallon. MTA's existing approved commodity counterparties participated in bidding on the transaction: Goldman, Sachs & Co./ J Aron; J.P. Morgan Ventures Energy Corporation; Macquarie Group; and Merrill Lynch Commodities, Inc. The hedge covers the period from August 2019 through July 2020.

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - Mid-Year Forecast

Debt Service

July 2018

(\$ in millions)

	Mid-Year Forecast	Actual	Variance	% Var	Explanation
<i>Dedicated Tax Fund:</i>					
NYC Transit	\$33.9	\$34.0	(\$0.1)		
Commuter Railroads	7.4	7.1	0.2		
<i>Dedicated Tax Fund Subtotal</i>	\$41.2	\$41.1	\$0.1	0.3%	
<i>MTA Transportation Revenue:</i>					
NYC Transit	\$78.4	\$73.3	\$5.1		
Commuter Railroads	51.6	46.9	4.7		
MTA Bus	2.1	1.0	1.1		
SIRTOA	0.1	0.3	(0.1)		
<i>MTA Transportation Revenue Subtotal</i>	\$132.2	\$121.5	\$10.8	8.1%	Reversal of timing adjustments related to payment of swap interest.
<i>2 Broadway COPs:</i>					
NYC Transit	\$0.6	\$0.3	\$0.3		
Bridges & Tunnels	0.1	0.0	0.0		
MTA HQ	0.0	0.0	0.0		
Commuter Railroads	0.2	0.1	0.1		
<i>2 Broadway COPs Subtotal</i>	\$0.9	\$0.5	\$0.5	50.1%	Lower than budgeted rates.
<i>TBTA General Resolution (2):</i>					
NYC Transit	\$16.7	\$12.5	\$4.3		
Commuter Railroads	7.6	5.6	1.9		
Bridges & Tunnels	22.2	16.2	5.9		
<i>TBTA General Resolution Subtotal</i>	\$46.5	\$34.4	\$12.1	26.0%	Reversal of timing adjustments related to payment of swap interest.
<i>TBTA Subordinate (2):</i>					
NYC Transit	\$5.7	\$6.1	(\$0.4)		
Commuter Railroads	3.0	3.2	(0.2)		
Bridges & Tunnels	1.4	1.5	(0.1)		
<i>TBTA Subordinate Subtotal</i>	\$10.2	\$10.8	(\$0.7)	-6.5%	Timing of debt service deposits.
Total Debt Service	\$231.0	\$208.2	\$22.8	9.9%	
<i>Debt Service by Agency:</i>					
NYC Transit	\$135.3	\$126.2	\$9.2		
Commuter Railroads	69.7	62.9	6.8		
MTA Bus	2.1	1.0	1.1		
SIRTOA	0.1	0.3	(0.1)		
Bridges & Tunnels	23.7	17.8	5.9		
MTAHQ	0.0	0.0	0.0		
Total Debt Service	\$231.0	\$208.2	\$22.8	9.9%	

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
JULY FINANCIAL PLAN - Mid-Year Forecast
Debt Service
July 2018 Year-to-Date
(\$ in millions)

	Mid-Year Forecast	Actual	Variance	% Var	Explanation
<i>Dedicated Tax Fund:</i>					
NYC Transit	\$203.8	\$204.3	(\$0.5)		
Commuter Railroads	42.8	42.4	0.4		
Dedicated Tax Fund Subtotal	\$246.6	\$246.7	(\$0.1)	0.0%	
<i>MTA Transportation Revenue:</i>					
NYC Transit	\$528.3	\$530.0	(\$1.7)		
Commuter Railroads	339.9	338.0	1.9		
MTA Bus	8.0	6.0	2.0		
SIRTOA	0.6	0.9	(0.3)		
MTA Transportation Revenue Subtotal	\$876.8	\$875.0	\$1.8	0.2%	
<i>2 Broadway COPs:</i>					
NYC Transit	\$3.1	\$2.5	\$0.6		
Bridges & Tunnels	0.5	0.4	0.1		
MTA HQ	0.0	0.0	0.0		
Commuter Railroads	0.9	0.7	0.2		
2 Broadway COPs Subtotal	\$4.5	\$3.6	\$0.9	20.6%	Lower than budgeted rates.
<i>TBTA General Resolution (2):</i>					
NYC Transit	\$112.2	\$112.1	\$0.2		
Commuter Railroads	50.8	50.7	0.1		
Bridges & Tunnels	146.7	145.8	1.0		
TBTA General Resolution Subtotal	\$309.7	\$308.5	\$1.2	0.4%	
<i>TBTA Subordinate (2):</i>					
NYC Transit	\$40.9	\$41.1	(\$0.2)		
Commuter Railroads	20.0	20.1	(0.1)		
Bridges & Tunnels	12.6	12.7	(0.1)		
TBTA Subordinate Subtotal	\$73.5	\$73.9	(\$0.4)	-0.6%	
Total Debt Service	\$1,511.1	\$1,507.7	\$3.4	0.2%	
<i>Debt Service by Agency:</i>					
NYC Transit	\$888.3	\$890.0	(\$1.7)		
Commuter Railroads	454.4	452.0	2.4		
MTA Bus	8.0	6.0	2.0		
SIRTOA	0.6	0.9	(0.3)		
Bridges & Tunnels	159.8	158.8	1.0		
MTAHQ	0.0	0.0	0.0		
Total Debt Service	\$1,511.1	\$1,507.7	\$3.4	0.2%	

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
JULY FINANCIAL PLAN - Mid-Year Forecast

Debt Service

August 2018

(\$ in millions)

	Mid-Year Forecast	Actual	Variance	% Var	Explanation
<i>Dedicated Tax Fund:</i>					
NYC Transit	\$33.9	\$34.6	(\$0.8)		
Commuter Railroads	7.4	7.3	0.1		
<i>Dedicated Tax Fund Subtotal</i>	\$41.2	\$41.9	(\$0.7)	-1.7%	
<i>MTA Transportation Revenue:</i>					
NYC Transit	\$78.6	\$82.8	(\$4.2)		
Commuter Railroads	51.8	53.4	(1.7)		
MTA Bus	2.1	1.1	1.0		
SIRTOA	0.1	0.3	(0.1)		
<i>MTA Transportation Revenue Subtotal</i>	\$132.7	\$137.6	(\$5.0)	-3.8%	Timing and adjustments to reflect payment of bond portfolio fees.
<i>2 Broadway COPs:</i>					
NYC Transit	\$0.6	\$0.3	\$0.3		
Bridges & Tunnels	0.1	0.0	0.0		
MTA HQ	0.0	0.0	0.0		
Commuter Railroads	0.2	0.1	0.1		
<i>2 Broadway COPs Subtotal</i>	\$0.9	\$0.5	\$0.5	50.8%	Lower than budgeted rates.
<i>TBTA General Resolution (2):</i>					
NYC Transit	\$16.7	\$16.1	\$0.6		
Commuter Railroads	7.6	7.3	0.3		
Bridges & Tunnels	22.2	20.9	1.3		
<i>TBTA General Resolution Subtotal</i>	\$46.5	\$44.3	\$2.1	4.6%	Timing of debt service deposits.
<i>TBTA Subordinate (2):</i>					
NYC Transit	\$5.7	\$5.6	\$0.1		
Commuter Railroads	3.0	2.9	0.0		
Bridges & Tunnels	1.4	1.4	0.0		
<i>TBTA Subordinate Subtotal</i>	\$10.2	\$10.0	\$0.2	1.6%	
Total Debt Service	\$231.4	\$234.3	(\$2.9)	-1.3%	
<i>Debt Service by Agency:</i>					
NYC Transit	\$135.6	\$139.6	(\$4.0)		
Commuter Railroads	69.9	71.0	(1.1)		
MTA Bus	2.1	1.1	1.0		
SIRTOA	0.1	0.3	(0.1)		
Bridges & Tunnels	23.7	22.4	1.3		
MTAHQ	0.0	0.0	0.0		
Total Debt Service	\$231.4	\$234.3	(\$2.9)	-1.3%	

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

JULY FINANCIAL PLAN - Mid-Year Forecast

Debt Service August 2018 Year-to-Date (\$ in millions)

	Mid-Year Forecast	Actual	Variance	% Var	Explanation
<i>Dedicated Tax Fund:</i>					
NYC Transit	\$237.6	\$238.9	(\$1.3)		
Commuter Railroads	50.2	49.7	0.5		
Dedicated Tax Fund Subtotal	\$287.8	\$288.6	(\$0.8)	-0.3%	
<i>MTA Transportation Revenue:</i>					
NYC Transit	\$606.9	\$612.9	(\$5.9)		
Commuter Railroads	391.6	391.4	0.2		
MTA Bus	10.1	7.1	3.0		
SIRTOA	0.7	1.2	(0.5)		
MTA Transportation Revenue Subtotal	\$1,009.4	\$1,012.6	(\$3.2)	-0.3%	
<i>2 Broadway COPs:</i>					
NYC Transit	\$3.7	\$2.8	\$1.0		
Bridges & Tunnels	0.6	0.4	0.1		
MTA HQ	0.0	0.0	0.0		
Commuter Railroads	1.1	0.8	0.3		
2 Broadway COPs Subtotal	\$5.4	\$4.0	\$1.4	25.8%	Lower than budgeted rates.
<i>TBTA General Resolution (2):</i>					
NYC Transit	\$129.0	\$128.2	\$0.8		
Commuter Railroads	58.3	58.0	0.3		
Bridges & Tunnels	168.9	166.7	2.2		
TBTA General Resolution Subtotal	\$356.2	\$352.9	\$3.3	0.9%	
<i>TBTA Subordinate (2):</i>					
NYC Transit	\$46.6	\$46.8	(\$0.1)		
Commuter Railroads	23.0	23.1	(0.1)		
Bridges & Tunnels	14.1	14.1	0.0		
TBTA Subordinate Subtotal	\$83.7	\$83.9	(\$0.3)	-0.3%	
Total Debt Service	\$1,742.5	\$1,742.0	\$0.5	0.0%	
<i>Debt Service by Agency:</i>					
NYC Transit	\$1,023.9	\$1,029.5	(\$5.6)		
Commuter Railroads	524.2	523.0	1.3		
MTA Bus	10.1	7.1	3.0		
SIRTOA	0.7	1.2	(0.5)		
Bridges & Tunnels	183.5	181.2	2.3		
MTAHQ	0.0	0.0	0.0		
Total Debt Service	\$1,742.5	\$1,742.0	\$0.5	0.0%	

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-1		TRB 2005E-2		TRB 2005E-3		TRB 2005D-1		TRB 2002G-1g	
Remarketing Agent		PNC Capital		BoFA Merrill		PNC Capital		BoFA Merrill		Goldman	
Liquidity Provider		PNC		BoFA Merrill		PNC		Helaba		TD Bank	
Liquidity/Insurer		LoC		LoC		LoC		LoC		LoC	
Par Outstanding (\$m)		95.18		71.39		71.39		142.75		42.55	
Swap Notional (\$m)		57.11		42.83		42.83		142.75		38.25	
Date	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA
8/8/2018	1.45%	0.00%	-1.45%	1.48%	0.03%	1.45%	0.00%	1.56%	0.11%	1.35%	-0.10%
8/15/2018	1.57%	0.00%	-1.57%	1.63%	0.06%	1.57%	0.00%	1.71%	0.14%	1.53%	-0.04%
8/22/2018	1.58%	1.58%	0.00%	1.61%	0.03%	1.58%	0.00%	1.66%	0.08%	1.53%	-0.05%
8/29/2018	1.56%	1.56%	0.00%	1.56%	0.00%	1.56%	0.00%	1.59%	0.03%	1.52%	-0.04%
9/5/2018	1.49%	1.49%	0.00%	1.50%	0.01%	1.49%	0.00%	1.52%	0.03%	1.46%	-0.03%
9/12/2018	1.49%	1.51%	0.02%	1.44%	-0.05%	1.51%	0.02%	1.51%	0.02%	1.45%	-0.04%

Transportation Revenue Bonds

Dedicated Tax Fund Bonds

Issue		TRB 2012G-2		TRB 2015E-2		TRB 2015E-3		TRB 2015E-4		DTF 2002B-1	
Remarketing Agent		TD Securities		Citigroup		Citigroup		PNC Capital		US Bank	
Liquidity Provider		TD Bank		Tokyo Mitsubishi		Citibank		PNC		Tokyo Mitsubishi	
Liquidity/Insurer		LoC		LoC		LoC		LoC		LoC	
Par Outstanding (\$m)		125.00		193.57		154.85		70.35		150.00	
Swap Notional (\$m)		125.00		None		None		None		None	
		Spread to		Spread to		Spread to		Spread to		Spread to	
Date	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA
8/8/2018	1.45%	1.45%	0.00%	1.51%	0.06%	1.50%	0.05%	1.49%	0.04%	1.50%	0.05%
8/15/2018	1.57%	1.57%	0.00%	1.57%	0.00%	1.56%	-0.01%	1.61%	0.04%	1.62%	0.05%
8/22/2018	1.58%	1.54%	-0.04%	1.61%	0.03%	1.60%	0.02%	1.62%	0.04%	1.63%	0.05%
8/29/2018	1.56%	1.53%	-0.03%	1.58%	0.02%	1.57%	0.01%	1.60%	0.04%	1.58%	0.02%
9/5/2018	1.49%	1.45%	-0.04%	2.09%	0.60%	1.52%	0.03%	1.55%	0.06%	1.49%	0.00%
9/12/2018	1.49%	1.48%	-0.01%	Direct Purchase		Now in Daily Mode		1.51%	0.02%	1.48%	-0.01%

TBTA General Revenue Bonds

Issue		TBTA 2001B	
Remarketing Agent		Citigroup	
Liquidity Provider		State Street	
Liquidity/Insurer		LoC	
Par Outstanding (\$m)		107.28	
Swap Notional (\$m)		None	
Date	SIFMA	Rate	Spread to SIFMA
8/7/2018	1.45%	1.41%	-0.04%
8/14/2018	1.57%	1.46%	-0.11%
8/21/2018	1.58%	1.55%	-0.03%
8/28/2018	1.56%	1.53%	-0.03%
9/4/2018	1.49%	1.44%	-0.05%
9/11/2018	1.49%	1.42%	-0.07%

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)		110.71		58.02		90.45	
Swap Notional (\$m)		22.65		None		None	
Outstanding (\$m)	SIFMA	Spread to		Spread to		Spread to	
		Rate	SIFMA	Rate	SIFMA	Rate	SIFMA
8/7/2018	1.45%	1.35%	-0.10%	1.95%	0.50%	1.95%	0.50%
8/14/2018	1.57%	1.60%	0.03%	1.94%	0.37%	1.94%	0.37%
8/21/2018	1.58%	1.54%	-0.04%	1.93%	0.35%	1.93%	0.35%
8/28/2018	1.56%	1.54%	-0.02%	1.95%	0.39%	1.95%	0.39%
9/4/2018	1.49%	1.45%	-0.04%	1.95%	0.46%	1.95%	0.46%
9/11/2018	1.49%	1.48%	-0.01%	1.96%	0.47%	1.96%	0.47%

Report Date 9/13/2018

**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
8/8/2018	1.45%	2.03%	0.58%	1.95%	0.50%	1.90%	0.45%	2.03%	0.58%
8/15/2018	1.57%	2.15%	0.58%	2.07%	0.50%	2.02%	0.45%	2.15%	0.58%
8/22/2018	1.58%	2.16%	0.58%	2.08%	0.50%	2.03%	0.45%	2.16%	0.58%
8/29/2018	1.56%	2.14%	0.58%	2.06%	0.50%	2.01%	0.45%	2.14%	0.58%
9/5/2018	1.49%	2.07%	0.58%	1.99%	0.50%	1.94%	0.45%	2.07%	0.58%
9/12/2018	1.49%	2.07%	0.58%	1.99%	0.50%	1.94%	0.45%	2.07%	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
8/8/2018	1.45%	2.35%	0.90%	2.40%	0.95%	2.45%	1.00%
8/15/2018	1.57%	2.47%	0.90%	2.52%	0.95%	2.57%	1.00%
8/22/2018	1.58%	2.48%	0.90%	2.53%	0.95%	2.58%	1.00%
8/29/2018	1.56%	2.46%	0.90%	2.51%	0.95%	2.56%	1.00%
9/5/2018	1.49%	2.39%	0.90%	2.44%	0.95%	2.49%	1.00%
9/12/2018	1.49%	2.39%	0.90%	2.44%	0.95%	2.49%	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)		81.37		84.86		35.00		44.74	
Swap Notional (\$m)		79.96		83.47		None		None	
Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
8/8/2018	1.45%	1.90%	0.45%	2.03%	0.58%	1.82%	0.37%	1.90%	0.45%
8/15/2018	1.57%	2.02%	0.45%	2.15%	0.58%	1.94%	0.37%	2.02%	0.45%
8/22/2018	1.58%	2.03%	0.45%	2.16%	0.58%	Now Refunded		2.03%	0.45%
8/29/2018	1.56%	2.01%	0.45%	2.14%	0.58%			2.01%	0.45%
9/5/2018	1.49%	1.94%	0.45%	2.07%	0.58%			1.94%	0.45%
9/12/2018	1.49%	1.94%	0.45%	2.07%	0.58%			1.94%	0.45%

TBTA General Revenue Bonds

Issue		TBTA SUB 2000ABCD-5	
Remarketing Agent		N/A	
Initial Purchase Date		1/1/2019	
Liquidity/Insurer		None	
Par Outstanding (\$m)		18.85	
Swap Notional (\$m)		11.15	
Date	SIFMA	Rate	Spread to SIFMA
8/8/2018	1.45%	1.89%	0.44%
8/15/2018	1.57%	2.01%	0.44%
8/22/2018	1.58%	2.02%	0.44%
8/29/2018	1.56%	2.00%	0.44%
9/5/2018	1.49%	1.93%	0.44%
9/12/2018	1.49%	1.93%	0.44%

Report Date 9/13/2018

**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		4/1/2021	
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
8/8/2018	1.44%	2.01%	0.57%	2.12%	0.68%	1.74%	0.30%
8/15/2018	1.44%	2.01%	0.57%	2.12%	0.68%	1.74%	0.30%
8/22/2018	1.44%	2.01%	0.57%	2.12%	0.68%	1.74%	0.30%
8/29/2018	1.44%	2.01%	0.57%	2.12%	0.68%	1.74%	0.30%
9/5/2018	1.45%	2.02%	0.57%	2.13%	0.68%	1.75%	0.30%
9/12/2018	1.45%	2.02%	0.57%	2.13%	0.68%	1.75%	0.30%

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)		38.27		51.14		69.59	
Date	67% of 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR
8/8/2018	1.39%	1.88%	0.48%	2.21%	0.82%	1.95%	0.55%
8/15/2018	1.39%	1.88%	0.48%	2.21%	0.82%	1.95%	0.55%
8/22/2018	1.39%	1.88%	0.48%	2.21%	0.82%	1.95%	0.55%
8/29/2018	1.39%	1.88%	0.48%	2.21%	0.82%	1.95%	0.55%
9/5/2018	1.41%	1.89%	0.48%	2.23%	0.82%	1.96%	0.55%
9/12/2018	1.41%	1.89%	0.48%	2.23%	0.82%	1.96%	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		72.70	
Swap Notional (\$m)		84.45		75.00		72.70	
Date	67% of 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR
8/8/2018	1.39%	1.70%	0.30%	2.09%	0.70%	1.95%	0.55%
8/15/2018	1.39%	1.70%	0.30%	2.09%	0.70%	1.95%	0.55%
8/22/2018	1.39%	1.70%	0.30%	2.09%	0.70%	1.95%	0.55%
8/29/2018	1.39%	1.70%	0.30%	2.09%	0.70%	1.95%	0.55%
9/5/2018	1.41%	1.71%	0.30%	2.11%	0.70%	1.96%	0.55%
9/12/2018	1.41%	1.71%	0.30%	2.11%	0.70%	1.96%	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)		107.80		38.70		43.80	
Swap Notional (\$m)		107.80		38.70		43.80	
Date	67% of 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR
8/8/2018	1.39%	2.09%	0.70%	1.79%	0.40%	1.97%	0.58%
8/15/2018	1.39%	2.09%	0.70%	1.79%	0.40%	1.97%	0.58%
8/22/2018	1.39%	2.09%	0.70%	1.79%	0.40%	1.97%	0.58%
8/29/2018	1.39%	2.09%	0.70%	1.79%	0.40%	1.97%	0.58%
9/5/2018	1.41%	2.11%	0.70%	1.81%	0.40%	1.99%	0.58%
9/12/2018	1.41%	2.11%	0.70%	1.81%	0.40%	1.99%	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)		18.75		None	
Date	67% of 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR
8/8/2018	1.39%	1.74%	0.35%	1.89%	0.50%
8/15/2018	1.39%	1.74%	0.35%	1.89%	0.50%
8/22/2018	1.39%	1.74%	0.35%	1.89%	0.50%
8/29/2018	1.39%	1.74%	0.35%	1.89%	0.50%
9/5/2018	1.41%	1.76%	0.35%	1.91%	0.50%
9/12/2018	1.41%	1.76%	0.35%	1.91%	0.50%

Report Date 9/13/2018

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

Transportation Revenue Bonds

TBTA General Revenue Bonds

Issue		TRB 2005D-2		TRB 2015E-1		TRB 2015E-3		TBTA 2001C	
Dealer		Morgan Stanley		US Bancorp		BofA Merrill		Goldman	
Liquidity Provider		Helaba		US Bank		BofA Merrill		State Street	
Type of Liquidity		LoC		LoC		LoC		LoC	
Par Outstanding (\$m)		95.18		72.43		154.85		107.28	
Swap Notional (\$m)		95.18		None		None		40.28	
Date	SIFMA	Spread to		Spread to		Spread to		Spread to	
		Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA
8/29/2018	1.56%	1.58%	0.02%	1.54%	-0.02%	Was in Weekly Mode		1.51%	-0.05%
8/30/2018	1.56%	1.57%	0.01%	1.56%	0.00%			1.49%	-0.07%
8/31/2018	1.56%	1.57%	0.01%	1.55%	-0.01%			1.49%	-0.07%
9/1/2018	1.56%	1.57%	0.01%	1.55%	-0.01%			1.49%	-0.07%
9/2/2018	1.56%	1.57%	0.01%	1.55%	-0.01%			1.49%	-0.07%
9/3/2018	1.56%	1.57%	0.01%	1.55%	-0.01%			1.49%	-0.07%
9/4/2018	1.56%	1.55%	-0.01%	1.50%	-0.06%			1.37%	-0.19%
9/5/2018	1.49%	1.55%	0.06%	1.45%	-0.04%	1.52%	0.03%	1.29%	-0.20%
9/6/2018	1.49%	1.48%	-0.01%	1.44%	-0.05%	1.46%	-0.03%	1.39%	-0.10%
9/7/2018	1.49%	1.44%	-0.05%	1.44%	-0.05%	1.43%	-0.06%	1.40%	-0.09%

TBTA General Revenue Bonds

Dedicated Tax Fund Bonds

Issue		TBTA 2002F		TBTA 2003B-1		TBTA 2005B-2		TBTA 2005B-3		DTF 2008A-1	
Dealer		JP Morgan		BofA Merrill		Citigroup		Jefferies		TD Securities	
Liquidity Provider		Helaba		BofA Merrill		Citibank		State Street		TD Bank	
Type of Liquidity		LoC		LoC		LoC		LoC		LoC	
Par Outstanding (\$m)		171.56		122.64		190.30		190.30		166.23	
Swap Notional (\$m)		171.56		122.64		190.30		190.30		163.43	
Date	SIFMA	Spread to		Spread to		Spread to		Spread to		Spread to	
		Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA
8/29/2018	1.56%	1.56%	0.00%	1.55%	-0.01%	1.51%	-0.05%	1.54%	-0.02%	1.53%	-0.03%
8/30/2018	1.56%	1.51%	-0.05%	1.55%	-0.01%	1.51%	-0.05%	1.54%	-0.02%	1.53%	-0.03%
8/31/2018	1.56%	1.48%	-0.08%	1.52%	-0.04%	1.51%	-0.05%	1.52%	-0.04%	1.50%	-0.06%
9/1/2018	1.56%	1.48%	-0.08%	1.52%	-0.04%	1.51%	-0.05%	1.52%	-0.04%	1.50%	-0.06%
9/2/2018	1.56%	1.48%	-0.08%	1.52%	-0.04%	1.51%	-0.05%	1.52%	-0.04%	1.50%	-0.06%
9/3/2018	1.56%	1.48%	-0.08%	1.52%	-0.04%	1.51%	-0.05%	1.52%	-0.04%	1.50%	-0.06%
9/4/2018	1.56%	1.43%	-0.13%	1.41%	-0.15%	1.39%	-0.17%	1.42%	-0.14%	1.40%	-0.16%
9/5/2018	1.49%	1.33%	-0.16%	1.47%	-0.02%	1.37%	-0.12%	1.40%	-0.09%	1.40%	-0.09%
9/6/2018	1.49%	1.41%	-0.08%	1.41%	-0.08%	1.39%	-0.10%	1.40%	-0.09%	1.43%	-0.06%
9/7/2018	1.49%	1.47%	-0.02%	1.39%	-0.10%	1.40%	-0.09%	1.38%	-0.11%	1.40%	-0.09%

Report Date 9/7/2018

MTA DEBT OUTSTANDING (\$ in Millions)

9/13/2018

Type of Credit		Outstanding						Total Outstanding	TIC ¹	Notes
Underlying Ratings (Moody's / S&P / Fitch / Kroll)	Series	BPA Sale Date	Series Original Final Maturity	Principal Iss. Amount	Fixed Amount	Variable Amount	Synthetic Fixed Amount			
MTA Transportation Revenue Bonds (A1/A/AA-/AA+)	2002D	5/30/02	11/1/2032	400.000	174.725	-	200.000	374.725	4.39	
	2002G	11/20/02	11/1/2026	400.000	-	14.355	127.660	142.015	3.93	
	2003A	5/14/03	11/15/2032	475.340	86.330	-	-	86.330	4.49	
	2003B	8/13/03	11/15/2032	751.765	71.080	-	-	71.080	5.10	
	2005A	2/15/05	11/15/2035	650.000	13.375	-	-	13.375	4.76	
	2005B	7/1/05	11/15/2035	750.000	163.685	-	-	163.685	4.80	
	2005D	11/2/05	11/1/2035	250.000	-	-	237.925	237.925	4.35	
	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	22.210	-	-	22.210	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	3.01	
	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	1.96	
	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	4.13	
	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	3.08	
	2015A	1/22/2015	11/15/2045	850.000	555.780	250.000	-	805.780	2.94	
	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	-	496.190	-	496.190	1.31	
	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	
	2018B BANS	6/19/2018	5/15/2021	1,600.000	1,600.000	-	-	1,600.000	1.95	
	2018B	8/23/2018	11/15/2028	207.220	207.220	-	-	207.220	2.71	
Total				34,020.834	22,313.312	1,150.690	1,135.100	24,599.102	3.27	
WATIC										
TBTA General Revenue Bonds (Aa3/AA-/AA-/AA)	2001B	12/19/01	1/1/2032	148.200	-	107.280	-	107.280	1.82	
	2001C	12/1/01	1/1/2032	148.200	-	67.000	40.275	107.275	2.75	
	2002F	11/13/02	11/1/2032	246.480	-	-	171.555	171.555	3.58	
	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	2.38	
	2005B	7/7/05	1/1/2032	800.000	-	-	570.900	570.900	3.86	
	2008A	3/27/08	11/15/2038	822.770	24.165	-	-	24.165	4.93	

MTA DEBT OUTSTANDING (\$ in Millions)

9/13/2018

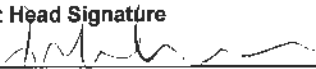
Type of Credit	Underlying Ratings (Moody's / S&P / Fitch / Kroll)	Series	BPA Sale Date	Series Original Final Maturity	Principal Iss. Amount	Outstanding			Total Outstanding	TIC ¹	Notes
						Fixed Amount	Variable Amount	Synthetic Fixed Amount			
		2008B	3/27/08	11/15/2038	252.230	103.120	63.650	-	166.770	3.37	
		2008C	7/30/08	11/15/2038	629.890	14.695	-	-	14.695	4.72	
		2009A	2/18/09	11/15/2038	475.000	77.960	-	-	77.960	3.28	
		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	351.930	351.930	-	-	351.930	3.84	
		2018B	8/30/2018	11/15/2031	270.090	270.090	-	-	270.090	2.75	
		2018C	8/30/2018	11/15/2038	159.280	159.280	-	-	159.280	3.66	
		Total			10,791.248	6,281.385	475.930	824.125	7,581.440	3.24	
										WATIC	
TBTA Subordinate Revenue Bonds (A1/A+/A+/AA-)	2000ABCD	11/02/00	1/1/2019	263.000	-	7.700	11.150	18.850	4.64		
	2002E	11/13/02	11/15/2032	756.095	139.825	-	-	139.825	5.34		
	2008D	7/30/08	11/15/2028	491.110	12.220	-	-	12.220	4.69		
	2013A	1/29/13	11/15/2032	653.965	743.480	-	-	743.480	3.13		
	2013D Taxable	12/19/2013	11/15/2032	313.975	160.750	148.470	-	309.220	2.57		
	Total			2,478.145	1,056.275	156.170	11.150	1,223.595	3.28		
										WATIC	
MTA Dedicated Tax Fund Bonds (NAF/AA/AA/NAF)	2002B	9/5/02	11/1/2022	440.000	-	265.200	-	265.200	2.03		
	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	3.83		
	2008B	8/7/08	11/1/2034	348.175	234.700	44.740	-	279.440	2.97		
	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	959.466	982.815	-	-	982.815	3.07		
	2016A	3/10/16	11/15/2036	579.955	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			7,012.346	4,693.710	315.530	326.860	5,336.100	3.55		
										WATIC	
All MTA Total					54,302.572	34,344.682	2,098.320	2,297.235	38,740.237	3.33	
State Service Contract Bonds (AA/AA)	2002A	6/5/02	7/1/2031	1,715.755	-	-	-	-	0.00		
	Total			1,715.755	-	-	-	-	0.00		
										WATIC	
MTA Special Obligation Bonds Aaa	2014 Taxable	8/14/14	7/1/2026	348.910	246.410	-	-	246.410	2.66		
				348.910	246.410	-	-	246.410	2.66		
										WATIC	
MTA Hudson Rail Yards Trust Obligations ² (A2/NAF/NAF/A-)	2016A	9/22/16	11/15/2056	1,057.430	1,057.430	-	-	1,057.430	4.28		
				1,057.430	1,057.430	-	-	1,057.430	4.28		
										WATIC	
Grand Total					57,424.667	35,648.522	2,098.320	2,297.235	40,044.077	3.33	

Notes

- (1) Fixed Rate TICs calculated as of issuance of Fixed Rate Bonds. Floating Rate TICs calculated from inception including fees. Any Unhedged Variable Rate Bonds that have been fixed to maturity are carried at the new Fixed Rate TIC. Synthetic Fixed Rate TICs include average swap rates plus current variable rate fees and estimated basis adjustments for life of swap. Synthetic Fixed Rate TICs do not include benefit of any upfront payments received by MTA. Variable Rate TICs include average remarketed plus current variable rate fees.
- (2) Assumes that no fee purchase options are exercised thru maturity. If all of the fee purchase options are exercised within 10 years, the All-in TIC would be 2.74%.

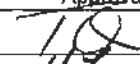

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Staff Summary

Subject
MTA ADVERTISING POLICY
Department
CHIEF DEVELOPMENT OFFICER
Department Head Name
JOHN N. LIEBER
Department Head Signature

Project Manager Name
FREDERICKA CUENCA

Date
September 17, 2018
Vendor Name
N/A
Contract Number
N/A
Contract Manager Name
N/A
Table of Contents Ref. #
N/A

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

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

PURPOSE:

To obtain Board approval of conforming administrative changes to the MTA's Advertising Policy.

DISCUSSION:

The Advertising Policy include a process for reviewing advertising proposed for display in or on the MTA property. The proposed modifications reflect the MTA's current management responsibilities as well as a revised process, which provides for an initial review by a three-person committee; an advertiser's objection to the Committee's decision would be heard and decided by the Chief Development Officer. Previously, both the initial review and the final determination were by the the Director of Real Estate, a position which no longer exists. The new process not only addresses this change in organization, it also provides for a more robust review process by a committee in the first instance and an opportunity for a separate review on appeal.

A mark-up of the Advertising Policy showing the proposed revisions is attached.

RECOMMENDATION:

It is recommended that the Board approve and adopt the annexed MTA Advertising Policy.

MTA ADVERTISING POLICY

I. PURPOSE

- A. To establish uniform, reasonable, and viewpoint-neutral standards for the display of advertising in and on the facilities, vehicles and other property (together “Property”) of the Metropolitan Transportation Authority and its affiliated and subsidiary agencies (together “MTA”).
- B. To convert the MTA’s Property from a designated public forum into a limited public forum by excluding advertising of a political nature after the Effective Date.

II. SCOPE

This policy applies to all advertisements proposed to be displayed in and on the Property on or after the Effective Date set forth below.

III. OBJECTIVE

The MTA’s mission is to provide safe, reliable, and efficient public transportation and crossings within its service area. The MTA’s transportation operations are funded by a combination of federal, state, and local funds, including grants and taxes, as well as fare box and toll revenue. Advertising revenues are an important supplemental source of revenue that supports the MTA’s transportation operations. The MTA’s purpose in allowing paid advertising to be displayed in and on the Property is to maximize such supplemental revenue to support transportation operations.

By accepting paid advertising for display in and on the Property, the MTA is acting in a proprietary capacity as a provider of public transportation and crossings seeking to maximize advertising revenue to support its transportation operations. Starting from the Effective Date, the MTA does not intend that the advertising permitted to be displayed in and on the Property be created, designated, or used as a public forum for expressive activities or general discourse or opinions. In furtherance of the MTA’s purpose of maximizing advertising revenue, the MTA in its proprietary capacity is limiting advertisements it will accept for display in and on the Property to paid commercial advertising, certain public service announcements that will help build goodwill for the MTA among its riders and the public, and governmental messages. The MTA retains control over the advertising that it will allow to be displayed in and on the Property by subjecting all proposed advertisements to the Advertising Standards below. MTA expressly intends that the advertising permitted to be displayed in and on the Property be a limited public forum.

In establishing and enforcing these Advertising Standards, the MTA seeks to fulfill the following goals and objectives:

- Maximize advertising revenue
- Maximize ridership and fare revenue
- Maintain a secure and orderly operating environment

- Maintain a safe and welcoming environment for all MTA employees and customers, including minors, who use MTA's subways, buses, commuter trains and crossings
- Minimize the extraordinary resources and executive attention that have been expended to resolve disputes relating to the permissibility of certain political advertisements, thus unnecessarily diverting the organization from performing its mission
- Avoid identification of MTA with, and the appearance of MTA endorsement of, the advertisements of non-MTA parties displayed in or on the Property, including the associated messages, products, services, or events being proposed or promoted

IV. ADVERTISING STANDARDS

A. Permitted Advertising

The MTA may display advertisements that fall under one or more of the following categories:

1. Commercial advertising. Paid advertisements that propose, promote, or solicit the sale, rent, lease, license, distribution, or availability of, or some other commercial transaction concerning, goods, products, services, or events for the advertiser's commercial or proprietary interest, or more generally promote an entity that engages in such activities.
2. Governmental advertising. Notices or messages from the MTA that promote the MTA or any of its functions or programs, and also paid notices or messages of the United States government, the State of New York and its agencies, the City of New York and its departments, or of any of the County governments within the Metropolitan Commuter Transportation District that advance specific governmental purposes.
3. Public service announcements. Public service announcements not otherwise prohibited under Section IV.B of this Policy, which are sponsored by either a government entity or a nonprofit corporation that is exempt from taxation under Section 501(c)(3) of the Internal Revenue Code, and which are directed to the general public and relate directly to:
 - Prevention or treatment of illnesses;
 - Promotion of safety or personal well-being;
 - Education or training;
 - Art or culture;
 - Provision of children and family services;
 - Provision of services and programs that provide support to low income citizens, senior citizens, or people with disabilities; or
 - Solicitation by broad-based contribution campaigns that provide funds to multiple charitable organizations active in the above-listed areas.

B. Prohibited Advertising

Notwithstanding the foregoing, the MTA will not accept any advertisement for display in or on the Property if it falls within one or more of the following categories:

1. Promotes or opposes a political party, or promotes or opposes any ballot referendum or the election of any candidate or group of candidates for federal, state, judicial, or local government offices.
2. Is political in nature, including but not limited to advertisements that either:
 - a. Are directed or addressed to the action, inaction, prospective action or policies of a governmental entity, except as permitted in Sections IV.A.2–IV.A.3 of this Policy; or
 - b. Prominently or predominately advocate or express a political message, including but not limited to an opinion, position, or viewpoint regarding disputed economic, political, moral, religious or social issues or related matters, or support for or opposition to disputed issues or causes.
3. Is false, misleading, or deceptive.
4. Promotes unlawful or illegal goods, services, or activities, or involves other unlawful conduct.
5. Implies or declares an endorsement by the MTA of any service, product, or point of view.
6. Encourages or depicts unsafe behavior with respect to MTA's transportation operations, such as failure to comply with normal safety precautions in awaiting, boarding, riding upon or debarking from MTA vehicles, or is otherwise directly adverse to the commercial, administrative or operational interests of the MTA as a business.
7. Depicts or describes in a patently offensive manner sexual or excretory activities so as to satisfy the definition of obscene material as contained in New York Penal Law § 235.00, as such provision may be amended, modified, or supplemented from time to time.
8. Contains material, which, if sold or loaned to a minor for monetary consideration with knowledge of its character and content, would give rise to a violation of New York Penal Law § 235.21, which prohibits the dissemination of indecent material to minors, as such provision may be amended, modified, or supplemented from time to time.
9. Contains material, which, if displayed with knowledge of its character and content, would give rise to a violation of New York Penal Law § 245.11, which prohibits the public display of offensive sexual material, as such provision may be amended, modified, or supplemented from time to time.
10. Promotes tobacco or any tobacco-related product or any alcohol product.

11. Contains an image of a person who appears to be a minor in sexually suggestive dress, pose, or context.

12. Contains material the display of which the MTA reasonably foresees would imminently incite or provoke violence or other immediate breach of the peace, and so harm, disrupt, or interfere with safe, efficient, and orderly transit operations.

13. Contains material that demeans or disparages an individual or group of individuals. For purposes of determining whether an advertisement contains such material, the MTA will determine whether a reasonably prudent person, knowledgeable of the MTA's ridership and using prevailing community standards, would believe that the advertisement contains material that is abusive to, or debases the dignity of, an individual or group of individuals.

14. Contains sexually explicit material that appeals to the prurient interest in sex or is so violent, frightening, or otherwise disturbing as to reasonably be deemed harmful to minors.

15. Promotes an escort service or sexually oriented business.

C. **Additional Provisions Relating to Advertisements**

To avoid identification of the MTA with messages or images contained within advertisements displayed in and on the Property and to avoid the appearance of MTA endorsement of goods, products, services, events by advertisers, advertisements shall readily and unambiguously identify the person, corporation, or entity paying for the advertisement. An advertiser may, at the MTA's discretion, be required to include in the advertisement a statement explicitly identifying the person, corporation, or entity paying for the advertisement. An advertiser may also, at the MTA's discretion, be required to incorporate additional language to avoid the appearance of MTA endorsement.

V. **REVIEW OF ADVERTISING PROPOSED FOR DISPLAY IN OR ON THE PROPERTY**

1. Before accepting an advertisement for display in or on the Property, the advertising contractor shall review such proposed advertisement to determine whether the advertisement complies with the Advertising Standards.

2. If the advertising contractor determines that a proposed advertisement does not, or may not, comply with the Advertising Standards it shall promptly notify the Advertising Review Committee appointed by the MTA Chairman ~~Director of MTA Real Estate (or a designee)~~ in writing of its determination and the reason for its determination.

3. If the Advertising Review Committee ~~Director of Real Estate~~ determines, following receipt and consideration of such recommendation, that a proposed advertisement does not comply with the Advertising Standards, the advertiser shall be notified by the advertising contractor. The advertising contractor, in consultation with the Advertising Review Committee (or a designee), ~~Director of Real Estate~~, may discuss with the advertiser revisions to the advertisement to try to bring the advertisement into compliance with the Advertising Standards,

and the advertiser may submit a revised advertisement to the advertising contractor for review by the Advertising Review Committee.

43. If the advertiser and the advertising contractor do not reach agreement with regard to a revision of the advertisement, or the Advertising Review Committee ~~Director of Real Estate~~ determines that no appropriate revision would bring the advertisement into compliance with the Advertising Standards, or the advertiser chooses not to submit a revised advertisement, the advertiser may request a final determination from the MTA -Chief Development Officer. ~~Director of Real Estate.~~ The MTA Chief Development Officer (or a designee) , ~~Director of Real Estate,~~ in reaching a final determination, may consult with the advertising contractor, or with the MTA General Counsel, ~~and the the MTA Chairman and Chief Executive Officer,~~ or with any other individuals, and may consider any materials submitted by the advertiser. The MTA Chief Development Officer ~~Director of Real Estate~~ shall advise the advertiser and the advertising contractor of the final determination in writing.

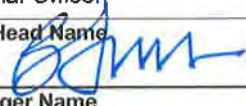
VI. SEVERABILITY

If any section, subsection, sentence, clause, phrase or other portion of this Policy is, for any reason, declared invalid, in whole or in part, by any court of competent jurisdiction, such portion shall be deemed severable, and such invalidity shall not affect the validity of the remaining portions of this Policy, which remaining portions shall continue in full force and effect.

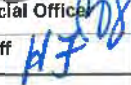
VII. EFFECTIVE DATE

This Advertising Policy is effective as of SeptemberJune , 2018. ~~October 25, 2017.~~

Staff Summary

Subject New York Power Authority Long Term Agreement	Date September 24, 2018
Department Chief Financial Officer	Vendor Name NYPA
Department Head Name Bob Foran 	Contract Number
Project Manager Name Nora Ostrovskaya	Table of Contents Ref. #

Order	To	Date	Approval	Info	Other
1	Finance	9/24/18	X		
2	Board	9/26/18	X		

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

Narrative

PURPOSE

To obtain Board approval of a long-term contract with the New York Power Authority (NYPA) to provide supply of electric energy, capacity, and ancillary services for the MTA in Con Edison's service territory ("2018 LTA"). This contract will supersede the supplemental agreement dated March 18, 2005 and will run from August 1, 2018 until December 31, 2027.

DISCUSSION

NYPA has supplied the MTA and the other New York City Governmental Customers (NYCGCs) with electricity since 1976. In addition to the MTA, there are ten other NYCGCs including the New York City Housing Authority, City of New York, and The Port Authority of New York & New Jersey.

In March of 2005, the MTA entered into a long-term agreement with NYPA containing supplemental terms and conditions to the original 1976 Application for Electric Service, and providing for NYPA's continuing supply of energy and capacity to the MTA through December 31, 2017 (the "2005 LTA"). The 2005 LTA was extended to July 31, 2018 to allow the MTA and NYPA to engage in ongoing negotiations to finalize the 2018 LTA.

The 2018 LTA continues the uninterrupted supply of electricity required by the MTA in the Con Edison service territory. In addition, the 2018 LTA improves upon the prior agreement in several key areas including providing the MTA with more transparency, accountability, and flexibility.

To improve transparency, the new agreement clearly separates and identifies the two services provided by NYPA to the MTA: (1) NYPA in its role as load serving entity (“LSE”), and (2) pass-through of net revenues or losses associated with the Dedicated Asset. In its role as LSE, NYPA will purchase energy, capacity, and ancillary services for the MTA load in the New York Independent System Operator (“NYISO”) market and will pass through these market costs to the MTA. The Dedicated Asset is the NYPA 500MW plant for which for the first five years of the contract MTA pays 28.86% of all costs. In return, MTA receives 145 Winter MW and 130 Summer MW of capacity and 28.86% of all revenues generated by the plant in the NYISO market.

To improve accountability, a prudent utility practice standard is now required for both LSE and Dedicated Asset management functions under the 2018 LTA. In addition, electric power supply and capacity purchases for the MTA will be carried out on separate load buses and NYISO Decision Support System reports detailing the relevant costs will be provided regularly to the MTA.

To improve flexibility, the MTA has negotiated the option to utilize third party electricity suppliers for up to 50% of MTA’s load.

BUDGET IMPACT

The actual costs of electric supply going forward will vary depending on market conditions, such as cost of fuel and demand for electric power, which in turn fluctuates based on weather and other factors.

Compared to the prior agreement, both LSE and Dedicated Assets fixed costs were reduced and fixed for the first five years of the Agreement. This results in approximately \$786,000 monthly savings to the MTA.


ALTERNATIVE

MTA has two alternatives. One alternative would be to purchase electric supply from Con Edison as the “supplier of last resort” which would likely increase the MTA’s costs as there are certain surcharges that Con Edison customers pay that NYPA is exempt from. Another alternative would be for the MTA to place MTA supply in Con Edison service territory with third party Energy Supply Companies (“ESCOs”). To date, MTA has not had experience purchasing the amount of load from ESCOs comparable to what it now receives from NYPA. The Board approved a group of five such qualified providers in July with the intention of allowing MTA to solicit price proposals from this pre-qualified group for a subset of accounts to be selected based on load characteristics, which will allow MTA to establish if this option is cost effective. These ESCOs were pre-qualified to provide electric supply to the MTA throughout the State of New York, i.e., in service territories of multiple electric utilities located in New York, not just Con Edison service territory where MTA electric supply is currently provided by NYPA.

RECOMMENDATION

That the MTA Board grant approval of the 2018 LTA with the New York Power Authority (NYPA) to provide electric supply, capacity, and ancillary services for the MTA in Con Edison service territory.

Staff Summary

Subject Board Authorization to File for and Accept Federal Grants
Department Capital Programs
Department Head Name Donald Spero
Department Head Signature 
Project Manager Name Marc Albrecht

Date September 26, 2018
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action-					
Order	To	Date	App	Info	Other
1	Finance	9/24/2018	x		
2	Board	9/26/2018	x		

Internal Approvals			
Order	Approval	Order	Approval
1	Capital Programs	25	
2	Government Relations	26	
3	CFO	27	
4	Legal	28	
5	Chief of Staff	29	

Narrative

Purpose

To secure MTA Board approval to file for and accept Federal grants for Federal Fiscal Year (FFY) 2018 and 2019.

Discussion

Enclosed is a resolution for Board action prepared in conformance with past practices to:

- 1) Authorize filing of applications in request of Federal capital assistance for the balance of FFY 2018 and FFY 2019.
- 2) Authorize the Chairman or any of his designees to make required certifications.
- 3) Authorize acceptance of grants.

Projects authorized to be submitted for Federal funding are those referenced in the published Notice of Public Hearing and described in the MTA Description of Projects for FFY 2019. A copy of the resolution requesting MTA Board approval and the list of the projects are attached to this staff summary.

A Public Hearing inviting public comment on the projects proposed to be submitted for federal funding was held in accordance with FTA regulations on Thursday, September 6, 2018 at the MTA, at which the Director of Capital Program Funding read into the record the amounts of Federal funds and dollar amounts of work covered by the Notice.

A transcript of the hearing and written statements submitted in conjunction with the hearing are available on the Director's Desk. Twelve members of the public spoke at the Public Hearing and five people offered written and/or online comments. Some speakers also provided written comments. There were comments from speakers about accessibility at subway and bus stations, on-time performance as well as comments about the proposed capital projects. In accordance with applicable federal requirements, MTA and agency staff have reviewed and considered all substantive public comments concerning the proposed program of capital projects for federal funding.

Recommendation

It is recommended that the MTA Board approve the attached resolution in order to permit the filing and acceptance of Federal capital assistance for FFY 2018 and 2019.

**RESOLUTION ADOPTED AT A MEETING OF
METROPOLITAN TRANSPORTATION AUTHORITY
Thursday, September 26, 2018**

WHEREAS, on and after August 17th, a Notice of Public Hearing on the projects to be considered for inclusion in applications to the United States Department of Transportation (USDOT) for Federal financial assistance under Section 5307, Section 5309, Section 5324, Section 5337, Section 5339 and Section 5340 of Title 49, Chapter 53, United States Code, as well as funds available for transit use under Title I of the Fixing America's Surface Transportation Act (FAST Act) was published in newspapers of general circulation (including newspapers oriented to minority communities) in the geographic area to be served thereby, which Notice contained a summary of the capital improvement program for the balance of federal fiscal year 2018 and federal fiscal year 2019 for the New York City Transit Authority, Manhattan and Bronx Surface Transit Operating Authority, Long Island Rail Road, Metro-North Commuter Railroad, MTA Capital Construction Company, MTA Bus Company, Staten Island Rapid Transit Operating Authority; and

WHEREAS, the full program of projects, including descriptions of individual projects, for the balance of federal fiscal year 2018 and federal fiscal year 2019, was available to the public, as indicated in the notices published in newspapers, either by request or at public offices in the area served by the Metropolitan Transportation Authority (the "Authority"); and

WHEREAS, all of the principal elected officials of each general purpose unit of government within the service areas of the public transportation operators for whom assistance is being sought under the said project application were notified by mail of such application; and

WHEREAS, on Thursday, September 6, 2018, the Public Hearing was conducted by the Authority affording to all concerned the opportunity to present their views, and to submit written statements concerning the projects, including consideration of the economic and social effects of the projects, their impact on the environment and their consistency with the goals and objectives of such urban planning as has been promulgated by the affected communities; and

WHEREAS, the members of the Authority have had an opportunity to review the testimony given at the said Public Hearing, and the statements submitted in connection therewith.

NOW, THEREFORE, BE IT RESOLVED BY METROPOLITAN TRANSPORTATION AUTHORITY:

1. The Chairman, or any of his designees, be and each of them hereby is, with respect to applications for grants for projects under Section 5307, Section 5309, Section 5324, Section 5337, Section 5339 and Section 5340 of Title 49, Chapter 53, United States Code, as well as funds available for transit under Title I of FAST Act, authorized to certify to the United States Department of Transportation that the Authority has (a) afforded an adequate opportunity for a Public Hearing on the projects pursuant to

adequate prior notice, and has held such Hearing; (b) considered the economic and social effects of the projects and their impact on the environment, including requirements under the Clean Air Act, the Federal Water Pollution Control Act and other applicable federal environmental statutes, and their consistency with goals and objectives of such urban planning as has been promulgated by the affected communities; (c) found that the projects are consistent with the official plans for the comprehensive development of the urban area to be affected; and (d) found that the projects are in the best overall public interest taking into consideration the need for fast, safe and efficient public transportation services, and conservation of environment, historic sites and natural resources and the cost of eliminating or minimizing any adverse effects.

2. The Chairman, or any of his designees be, and each of them hereby is, authorized to deliver to the said department a copy of the published notices of and transcript of the said Hearing, including those written statements submitted in connection therewith, and to advise the said department (a) that it may consider the applications as the Authority's final applications, subject to such revisions as the Chairman, or his designees may deem acceptable; (b) that the views, if any, concerning the projects of those principal elected officials of each general purpose unit of government within the service areas of the mass transportation operators for whom assistance is being sought under the said applications, are as set forth in the transcript of the said Public Hearing and those written statements submitted in connection therewith.
3. The Chairman, or any of his designees be, and each of them hereby is, authorized to execute and file applications and accept from the United States of America, on behalf of the Authority, grants of financial assistance under successor legislation to Section 5307, Section 5309, Section 5324, Section 5337, Section 5339 and Section 5340 of Title 49, Chapter 53, United States Code, as well as funds available for transit use under Title I of Fast Act (in such amounts as may become available) in connection with the projects upon such terms and conditions as the Chairman, or any of their designees shall deem acceptable.

CERTIFICATION

The undersigned hereby certifies that she is the Assistant Secretary of Metropolitan Transportation Authority, a public benefit corporation of the State of New York, and that the foregoing is a true and correct copy of a resolution adopted at a meeting of the said Authority duly held on the 26th day of September 2018, at 2 Broadway, New York, New York at which meeting a quorum of the said Authority was present and acting throughout.

Victoria Clement
Assistant Secretary

Dated: _____

**Proposed Program of Projects
Federal Fiscal Year 2019**

ACEP ID/ Agency PIN	Program/Project Description	Estimated Federal Request(\$M)	Page
LONG ISLAND RAILROAD			
Stations			
L70204UA	Station Component Replacement	\$36.40	1
L70204UU	Mentor Allowance - Stations	8.20	2
	Subtotal	\$44.60	
Track			
L70301WD	2018 Annual Track Program	\$10.00	3
L70301WE	2019 Annual Track Program	64.10	4
	Subtotal	\$74.10	
Line Structures			
L70401BU	Mentor Allowance - Line Structures	\$10.00	5
L70401C7	Atlantic Avenue Hatchway Improvements	4.60	6
L70401C9	Franklin Ave Hatch & Murray Hill ROW Improvements	2.80	7
	Subtotal	\$17.40	
Communications and Signals			
L70502LH	Babylon Interlocking Renewal	\$40.20	8
	Subtotal	\$40.20	
Shops and Yards			
L70604YJ	Mentor Allowance - Shops & Yards	\$18.30	9
EL0603ZP	West Side Yard and East River Tunnel Mitigation	94.53	10
	Subtotal	\$112.83	
Power			
L70701XC	Third Rail 2000 Million Cubic Meter (MCM) Cable	\$1.40	11
L70701XD	Third Rail Disconnect Switches	0.90	12
L70701XE	Third Rail Protection Board	5.30	13
L70701XF	Third Rail Composite Rail	7.90	14
L70701XG	Third Rail Feeder Cable Upgrade	2.20	15
L70701XH	Negative Reactor Upgrade	2.10	16
	Subtotal	\$19.80	
Long Island Rail Road Total		\$308.93	
METRO-NORTH RAILROAD			
Rolling Stock			
M701-01-01	Locomotive Purchase	\$234.34	17
	Subtotal	\$234.34	
Stations			
M702-01-01	GCT Trainshed/Tunnel Structure	\$28.70	18
M702-01-08	Mentoring -GCT	6.00	19
M702-02-04	Harlem Line Station Improvements	60.41	20
M702-02-09	Mentoring Program – Stations	5.83	21
M702-03-01	Strategic Facilities -Upper Harlem Parking Improvements at Croton Falls	6.30	22
M702-03-02	Mentoring Program – Strategic Facilities	2.00	23
	Subtotal	\$109.24	
Track and Structures			
M603-02-12	Overhead Bridge Program - East of Hudson	\$7.60	24
M703-01-03	Rock Slope Remediation	4.33	25
M703-01-04	Turnouts: Mainline/High Speed	16.80	26
M703-01-05	GCT Turnouts/Switch Renewal	3.38	27
M703-01-09	Purchase of Maintenance of Way Equipment	10.00	28
M703-01-12	2019 Cyclical Track Program	24.70	29

**Proposed Program of Projects
Federal Fiscal Year 2019**

ACEP ID/ Agency PIN	Program/Project Description	Estimated Federal Request(\$M)	Page
M703-02-01	Overhead Bridge Program - East of Hudson	15.83	30
M703-02-03	Undergrade Bridge Rehab. - East of Hudson	16.70	31
M703-02-09	Harlem River Lift Bridge	7.95	32
M703-02-13	DC Substation/Signal House Roof Replacement	5.00	33
M703-02-15	Mentoring Program - Structures	6.00	34
M703-03-03	West of Hudson Undergrade Bridge Rehabilitation	9.88	35
M703-03-04	Moodna/Woodbury Viaducts (including timbers/walkways)	9.75	36
	Subtotal	\$137.92	
Communication and Signals			
M704-01-02	Harmon to Poughkeepsie Signal System	\$29.84	37
	Subtotal	\$29.84	
Power			
M705-01-03	Replace AC Circuit Breaker/Switchgear	\$3.90	38
M705-01-10	Park Avenue Tunnel Initiative	22.00	39
	Subtotal	\$25.90	
Shops and Yards			
M706-01-05	Mentoring Program – Shops and Yards	\$2.87	40
	Subtotal	\$2.87	
Ferries			
882218	Haverstraw-Ossining Ferry	\$1.92	41
882315	Newburg-Beacon Ferry	1.49	42
	Subtotal	\$3.41	
Metro-North Railroad Total		\$543.52	
MTA BUS Facilities			
U7030215	Project Administration 2015 - 2019	\$8.40	43
U7030216	Design/Engineering Management Services 2015 - 2019	2.70	44
U7030217	Construction Management Services 2015 - 2019	2.70	45
	Subtotal	\$13.80	
MTA Bus Total		\$13.80	
CAPITAL CONSTRUCTION COMPANY			
Miscellaneous			
G7110101	Penn Station Access -Pre Design	\$12.50	46
G7110102	Penn Station Access - Program Management	7.40	47
G7110103	PSA: Construction Management	24.90	48
G7110107	PSA: Stations	109.40	49
G7110108	PSA: Shops & Yards	24.48	50
G7110109	PSA: Rolling Stock Specification	3.92	51
G7110110	Penn Station Access –General Engineering Consultant	82.00	52
G7110111	Penn Station Access – Design Support	12.40	53
	Subtotal	\$277.00	
MTA Capital Construction Company		\$277.00	

**Proposed Program of Projects
Federal Fiscal Year 2019**

ACEP ID/ Agency PIN	Program/Project Description	Estimated Federal Request(\$M)	Page
NEW YORK CITY TRANSIT			
Bus Replacement			
T7030206	Purchase 50 Express Buses	\$38.81	54
	Subtotal	\$38.81	
Stations			
ET040327	Sandy Mitigation: 138 St - Gr Concourse/JER (Vent Battery A)	\$5.50	55
T7040705	Replace 2 Hydraulic Elevators at Borough Hall / Clark Street	16.51	56
T7040707	Replace 7 Escalators / Various (Bronx & Manhattan)	42.23	57
T7040708	Replace 2 Escalators / Pelham Parkway/ White Plains Road	15.29	58
T7040709	Replace 9 Escalators / Various	43.72	59
T7040711	Replace 2 Hydraulic Elevators: Franklin Avenue / Shuttle	15.14	60
T7040712	Replace 3 Escalators: Flushing- Main Street / Flushing	20.31	61
T7040713	Replace 7 Escalators/ Various(Brooklyn & Manhattan)	32.96	62
T7040714	Replace One Hydraulic Elevator at GC / Flushing	10.59	63
T7041231	Station Lighting: 5 Locations / Various [SBMP]	5.36	64
T7041232	Station Ventilators: Various Locs: Ph 1	8.05	65
T7041248	Ventilators at Various Locations: Ph 2	8.39	66
T7041264	Ventilators at Various Locations: Ph 3	8.72	67
T7041274	Station Lighting: 8 Locations / Various [SBMP]	7.66	68
T7041275	Ventilators at Various Locations: Ph 4	9.72	69
T7041286	Station Lighting: 3 Locations / 8AV, WPR [SBMP]	5.54	70
T7041315	ADA: 149 Street - Grand Concourse Complex	85.00	71
T7041316	ADA: Woodhaven Boulevard / Jamaica	35.00	72
T7041319	ADA: Livonia / Canarsie	14.60	73
	Subtotal	\$390.29	
Track			
T7050211	Continuous Welded Rail Installation - 2019	\$35.85	74
T7050305	Replace Mainline Track Switches - 2019	57.33	75
	Subtotal	\$93.18	
Line Equipment			
ET060330	Sandy Mitigation: 14 Fan Plants, LT - 1 Loc, FP 7204	\$14.61	76
T7060505	Rehab Fan Plant Damper System - Various Locations	56.86	77
T7060508	Rehab 1 Pump Room : Rockwell Place North / 4 Av	35.00	78
	Subtotal	\$106.47	
Line Structures			
T7070301	Elev Structural Rehab: Boston Rd-Abutment N. of 180th St-WPR	\$20.34	79
T7070305	Elevated Structures Repair (Over-land Sections) - RKY	20.00	80
T7070308	Rehab Emergency Exits - Various Locs (3rd Party)	9.40	81
T7070314	Line Structure Overcoating: Myrtle Avenue - DeSales Place / Jamaica	45.80	82
T7070317	Line Structure Overcoating: 48 Street - 72 St / Flushing	28.54	83
T7070320	Vents Between Stations: E 161 St - E 192 St / Concourse	10.00	84
T7070323	Line Structure Component Program (LSCR): Brooklyn (EPK)	23.14	85
T7070331	Line Structure Component Repair Program (LSCR): Bronx (BXC)	76.60	86
T7070335	Line Structure Overcoating: Portal - King's Hwy / Culver	28.73	87
T7070339	Line Structure Component Repair Program (LSCR): 1-8 Av/CNR	41.01	88
	Subtotal	\$303.56	

**Proposed Program of Projects
Federal Fiscal Year 2019**

ACEP ID/ Agency PIN	Program/Project Description	Estimated Federal Request(\$M)	Page
<i>Signals and Communications</i>			
T7080324	Code Cable Replacement / BW7	\$29.08	89
T7080326	Life Cycle Replacement of Code Systems - Phase 1	35.42	90
T7080327	Life Cycle Replacement of Speed Enforcement Systems	54.23	91
T7080636	Connection--Oriented Ethernet (COE), Ph 3 Station Expansion	17.62	92
	Subtotal	\$136.35	
<i>Power</i>			
T7090203	Central Substation Renewal Including New Rectifier / 6AV	\$50.60	93
T7090204	Substation Roof & Enclosure: Washington Hts / 8 AV [SBMP2]	9.00	94
T7090206	Replace High Tension Switchgear at 10 Substations	49.55	95
T7090219	New Substation: Canal Street / 8th Avenue	70.96	96
T7090220	New Substation: 28 Street / 8th Avenue	65.79	97
ET090304	Sandy Mitigation: Montague-Furman Substation / BWY	5.97	98
ET090310	Sandy Mitigation: Back-up Power Control Center (PCC)	10.03	99
ET090312	Sandy Resiliency: Site Improvements at 2 Locations (SBFP)	2.25	100
T7090413	Upgrade SCADA System (BMT)	40.00	101
T7090414	Repl Control & Battery Cable: 4 Substn Control Zones (2/3/5/8)	28.80	102
T7090415	Reconstruction of CBH # 392 - Flushing River Bridge	8.50	103
	Subtotal	\$341.45	
<i>Shops</i>			
ET100310	Sandy Mitigation: Sewer 207th Street	\$18.47	104
T7100406	Livonia Maintenance Facility Rehab/Reconstruct Phase 1	62.70	105
T7100414	Yard Track - 2019	2.30	106
T7100420	Yard Switches - 2019	3.80	107
T7100428	Rehabilitate Car Cleaning Facilities	1.48	108
	Subtotal	\$88.75	
<i>Depots</i>			
T71203	Modular Office: East New York Depot [SBFP]	\$4.20	109
T7120301	Artic Modification: East New York Depot	28.13	110
T7120319	New Roof at Queens Village Depot	11.65	111
T7120402	Paint Booth: Yukon Depot [SBDP]	2.76	112
	Subtotal	\$46.74	
<i>Miscellaneous</i>			
ET160311	Sandy Mitigation: Zerega Central Maintenance Facility	\$10.39	113
	Subtotal	\$10.39	
<i>Staten Island Railway</i>			
S7070113	Clifton Yard Track and Switch Reconfiguration	\$20.41	114
	Subtotal	\$20.41	
New York City Transit Total		\$1,576.40	
MTA GRAND TOTAL		\$2,719.65	

FINANCE COMMITTEE CONTRACT CHANGE ORDER REPORT - 2nd Quarter (April-June 2018)

(NON-CAPITAL CHANGE ORDERS VALUED FROM \$250,000 TO \$750,000 AND CHANGE ORDERS FROM \$50,000 TO \$250,000 BUT OVER 15% OF THE ADJUSTED CONTRACT AMOUNT)

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	3000001036, 3000001212, 3000001289, 3000001391	Temporary Professional and Technical Staffing (Ride NYCT Contracts CM-1419, CM-1420, CM-1418 and CM-1422)	\$592,800.00	\$2,000,050.00	\$350,000.00	59.04%	4, 3, 3, 1	5/10-5/15/2018	Increase Aggregate Funding and term extensions of the Purchase Orders riding NYCT Contracts.
MTA B&T	VNM-379/380/383	Miscellaneous Steel Repairs, Painting and Bridge Preservation at the Verrazano-Narrows Bridge	\$8,332,200.00	\$1,922,523.86	\$325,250.00	3.90%	3	6/18/2018	Amend contract for: (i) interim reconciliation of existing items – quantity decreases and increases to items and (ii) add new work items Type 5A & 5B utility support replacements
LIRR	#04...1051	Overhead Rolling Doors - Maintenance & Repair Services (MofE)	\$737,400.00	\$0.00	\$519,425.00	70.40%	Mod #2	4/19/2018	Option to extend (two years)
LIRR	#04...1053	Overhead Rolling Doors - Maintenance & Repair Services (Facilities)	\$859,500.00	\$0.00	\$574,625.00	66.85%	Mod #2	4/19/2018	Option to extend (two years)
NYCT	W-32147-1	Test and evaluation of Digital Information Screen Systems	\$579,564.00	\$403,190.00	\$188,160.00	19.15%	2	4/26/2018	Extend the Contract Term by 36 months
NYCT	W-32147-3	Test and evaluation of Digital Information Screen Systems	\$420,000.00	\$310,268.00	\$185,250.00	25.37%	3	4/26/2018	Extend the Contract Term by 36 months
NYCT	5475	Repair and Maintenance of Hybrid Battery Conditioner Units	\$437,379.10	\$0.00	\$75,000.00	17.15%	2	6/29/2018	Extend the Contract Term by 6 months
NYCT	09K0205	Maintenance of Passenger Information Display Systems	\$849,815.00	\$391,285.00	\$693,980.00	81.66%	5	6/21/2018	Extend the Contract Term by One Year
NYCT	CM-1868	Consulting Services for Pre Award Suport for the R211 Subway Cars	\$4,321,069.00	\$6,302,870.00	\$345,000.00	7.98%	8	6/28/2018	Budget Adjustment for Loan/Test Agreement Support

**Including any exercised options

CPOC COMMITTEE CONTRACT CHANGE ORDER REPORT* - 2nd Quarter 2018
(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 (HCT)	\$282,454,276	\$69,043,246	\$742,385	0.26%	21	4/6/2018	Provide all labor, material, equipment, superintendence and all items deemed necessary to perform the following: Four (4) Fire Line Expansion Joint Fittings at the Roadway Level Alternate Routing of Cable and Conduit for the Brooklyn Plaza Luminance Sensor and Lighting, Dimmer Control, Conduit and Wire and Corresponding Unit Price Offsets at the Transition Zones for East and West Tubes of the HCT
MTA B&T	VN-80B	Replacement of the Upper Level Deck at the Suspended Span of the Verrazano-Narrows Bridge	\$235,728,000	\$66,788,708	\$740,796	0.31%	16	4/27/2018	Amend contract for: (i) lighting and lighting components and interim reconciliation of Movement of Quickchange Moveable Barrier items; (ii) revised detail for Bridge Rail splice (iii) reconciliation of items for additional painting work associated with installation of orthotropic deck panels and (iv) additional costs associated with performing Ultrasonic Testing (UT) on 100% of the welds on bulkhead-to-rib welds
MTA B&T	PSC-11-2903	Construction Management and Inspection Services for Project VN-80B, Replacement of the Upper Level Deck of the Suspended Span at the Verrazano-Narrows Bridge	\$18,539,808	\$730,976	\$450,000	2.43%	3	4/30/2018	Amend contract to increase funding for additional construction management and inspection services related to the Open Road Tolling Project and HOV Lane implementation (Note: \$15,000 of this change order for HOV was Major Maintenance funded.)
MTA B&T	HH-88B/HH-13A	Reconstruction of Upper and Lower Reconstruction of Upper and Lower Toll Plazas and Southbound Approach and Lighting Replacement at North and Southbound Henry Hudson Parkways	\$86,068,939	\$4,097,054	\$361,518	0.42%	3	5/8/2018	Provide all labor, material and equipment to: furnish and install a new water main gate valve and perform repairs discovered during the biennial bridge inspection to address flag no.'s YF17-10004, YF17-10005 and YF17-10006.
MTA B&T	13-MNT-2921	Scheduled and Unscheduled Maintenance and Repair, Safety Inspections and Testing of Aerial Lift Equipment Located at Various Authority Facilities	\$153,400	\$0	\$130,000	84.75%	1	5/11/2018	Additional funding needed due to more than expected aerial lift breakdowns and additions to the aerial lift equipment inventory.
MTA B&T	RK-23A	Reconstruction and Rehabilitation of the 125th Street Manhattan Approach Ramps to the RFK Bridge	\$68,300,001	\$48,745,911	\$466,908	0.68%	16	5/14/2018	Provide all labor materials, equipment, superintendence and all items deemed necessary to perform fire alarm and other electrical upgrades, roadway striping, concrete and pothole repairs and other structural improvements.
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	\$30,747,687	\$663,314	0.67%	11	5/17/2018	Provide all labor materials, equipment, superintendence and all items deemed necessary to perform the following: Lift Span Control, Security and Control Room Enhancements, Pedestrian Sidewalk Hatch Repairs, Secondary Reducer Lube Pump Combination Starters, Furnishing Custom Pinion Shaft Collars in the Tower Machinery Rooms, additional Field Directed Work, Site Work, Grading, Paving, Electrical Power for the Relocations, Plaza Floodlights and Cameras at the MPB.

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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	RK-75 Phase IIB	Demolition of Occupied Spaces Beneath the Manhattan Plaza of the RFK Bridge	\$15,377,685	\$846,199	\$627,752	4.08%	5	5/18/2018	Provide contract item adjustments and additional work, including 1.) Demolition of Floating Columns; 2.) Additional Lead and Asbestos Abatement; 3.) Force Main and Water Main Relocation; and 4.) Protection of Temporary Feeder Cables.
MTA B&T	TUN-MIT-01	Design-Build for Flood Mitigation at the Hugh L. Carey Tunnel and Queens Midtown Tunnel	\$64,000,000	\$681,000	\$462,000	0.71%	2	5/24/2018	Provide labor, material, equipment and all items deemed necessary to remove, repair and replace the existing granite panels at the HLCT and QMT, and to modify the top portion of the portal facades at the HLCT Manhattan portals
MTA B&T	RK-65A	Bronx Plaza / Structural Rehabilitation at the RFK Bridge	\$21,340,794	\$38,015,649	\$598,922	2.81%	16	5/25/2018	Provide labor, material, equipment and all items deemed necessary to furnish and install new barrier, new cathodic protection at Piers 157,158, and 161 modification of contract items to eliminate the demolition and reconstruction of the west widening and for interim reconciliation of contract unit price items
MTA B&T	QM-40S	Sandy Restoration and Mitigation and QM-40/QM-18 Rehabilitation of the Tunnel and Manhattan Exit Plaza at the Queens Midtown Tunnel	\$236,500,000	\$57,749,489	\$362,382	0.12%	13	6/12/2018	Provide all labor, material and equipment to: Install Promat panels in the abandoned light niches; toll crossings; clear obstruction in the High Tension Duct Bank conduit; modifications to the light frames; furnish and install additional cameras; remove and replace concrete; VMS sign enclosures; test pit; replace sewer pipe; perform Entrance Plaza civil and electrical work; and to provide quantity adjustments to unit price items
MTA B&T	VN-80B	Replacement of the Upper Level Deck at the Suspended Span of the Verrazano-Narrows Bridge	\$235,728,000	\$67,529,504	\$718,525	0.30%	17	6/13/2018	Amend contract: (i) for costs associated with operating/utilizing Olympus OmniScan MX2 Phased Array Ultrasonic testing apparatuses during orthotropic deck fabrication in lieu of testing equipment already owned by the fabricator and technician training on use of that equipment; (ii) furnishing and installing a new Facility Fire Hydrant and (iii) interim reconciliation of 2 existing contract items
MTA B&T	TUN-MIT-01	Design-Build for Flood Mitigation at the Hugh L. Carey Tunnel and Queens Midtown Tunnel	\$64,000,000	\$1,143,000	\$732,900	1.11%	3	6/14/2018	Provide labor, material, equipment and all items deemed necessary to furnish and install additional light fixtures and security cameras at the Governor's Island Ventilation Building; and to repair and clean granite panels at each portal of the Hugh L. Carey and Queens Midtown Tunnels
LIRR	6168B-02-19-B	RE and OE/Inspector for Wantagh Station Platform	\$883,758	\$0	\$220,678	24.97%	1	5/17/2018	10 months contract extension
LIRR	6257	Track and Systems Installation for the New Second Track on the Main Line KO Branch Phase II	\$66,530,000	\$4,722,670	\$640,574	0.96%	4a	6/12/2018	LIRR ROW Signal/Communications Pole Line Modifications

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LIRR	6168B-01-24-B	Construction Management Services for the Construction of Platform F – Two (2) Full-Time Inspectors	\$466,790	\$0	\$475,761	101.92%	1	5/21/2018	1 year extension of Inspector Services
LIRR	6168A-01-02-A	Engineering & Environmental Consultant Services for the LIRR MLE Project	\$15,643,020	\$8,145,940	\$308,036	1.97%	19	4/23/2018	Phase I & II Environmental Site Assessment (ESA)
LIRR	6202	Hicksville Station Improvements	\$50,911,200	\$64,953	\$396,323	0.78%	3	4/19/2018	Change order for Emergency Power Room Expansion and Duct Bank Work at Hicksville Station
LIRR	6202	Hicksville Station Improvements	\$50,911,200	\$698,585	\$262,606	0.52%	8	4/20/2018	Change in the Curtin Wall Store Front System for the platform NON waiting rooms AREAS, to be changed from a 4 ½ inch system to a 6" for Platform
MNR	27044	Harmon Shop Replacement Phase V - Stage 1	\$245,013,556	\$1,784,253	\$264,770	0.11%	26	2/18/2018***	Compensation for the installation of employee information display monitors and video conferencing equipment.
MNR	6112A	Installation of PTC Radio Infrastructure	\$32,621,920	\$53,130	\$679,000	2.08%	3	6/26/2018	New NY Bid Item 17A – Rock Removal. Added 280CY of rock removal at a negotiated unit price of \$2,425/CY for work in New York State.
MNR	6112A	Installation of PTC Radio Infrastructure	\$32,621,920	\$732,130	\$278,875	0.85%	4	6/26/2018	Revised CT Bid Item 17A – Rock Removal. Added 115CY of rock removal at a negotiated unit price of \$2,425/CY for work in Connecticut.
MTACC	CS084/8000000 803	Traction Power System Package for the East Side Access Project	\$71,248,884	\$1,812,602	\$318,000	0.45%	11	6/22/2018	Plaza Floor Openings
MTACC	CH061A/800000 642	GCT Concourse and Facilities Fit-Out for the East Side Access Project	\$34,074,520	\$1,556,892	\$348,000	1.02%	10	5/14/2018	Flowable Fill in Existing Tunnel (ECOC#1 - 3/16/18)
MTACC	CS179/8000000 485	Mid- Day Storage Yard Facility	\$333,588,000	\$19,172,845	\$407,204	0.12%	86	5/29/2018	GCT 4 & 5 Room and Equipment Modifications
MTACC	CS179/8000000 485	Mid- Day Storage Yard Facility	\$333,588,000	\$15,770,826	\$482,534	0.14%	66	4/24/2018	Fire Alarm and Communication Coordination Drawings
MTACC	CS179/8000000 485	Mid- Day Storage Yard Facility	\$333,588,000	\$19,655,114	\$542,304	0.16%	88	6/22/2018	MV90 Cable Changes
MTACC	CQ033/8000000 674	Systems Facilities Package No. 2	\$291,503,430	\$1,366,699	\$622,867	0.21%	6	4/4/2018	Catenary B-927 WA Structure
MTACC	C-26009	Second Avenue Subway - Track, Signal, Traction Power, and Communications Systems in the Borough of Manhattan	\$261,900,000	\$12,999,591	\$455,000	0.17%	234	4/18/2018	Furnish and Install an Enterprise Network

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MTACC	C-26009	Second Avenue Subway - Track, Signal, Traction Power, and Communications Systems in the Borough of Manhattan	\$261,900,000	\$30,639,591	\$399,000	0.15%	249	6/15/2018	Rescue Assistance Area Modifications
MTACC	C-26009	Second Avenue Subway - Track, Signal, Traction Power, and Communications Systems in the Borough of Manhattan	\$261,900,000	\$31,486,391	\$395,000	0.15%	271	6/20/2018	Intrusion Access Control Electrical Work
MTACC	C-26012	Second Avenue Subway - 86th Street Station Finishes in the Borough of Manhattan	\$208,376,000	\$35,342,491	\$461,500	0.22%	48	6/11/2018	Acceleration of Permanent Facility Power Installation
MTACC	C-26012	Second Avenue Subway - 86th Street Station Finishes in the Borough of Manhattan	\$208,376,000	\$36,000,191	\$281,000	0.13%	99	4/18/2018	New York City LED City Lights Street Lighting Modifications
MTACC	C-26012	Second Avenue Subway - 86th Street Station Finishes in the Borough of Manhattan	\$208,376,000	\$36,000,191	\$718,000	0.34%	121	4/18/2018	Additional HVAC Equipment for UPS and Communication rooms, Backup Cooling Fan Coil Units
MTACC	C-26012	Second Avenue Subway - 86th Street Station Finishes in the Borough of Manhattan	\$208,376,000	\$35,342,491	\$278,394	0.13%	216	4/27/2018	Camera Mounting Brackets and Additional/Relocated Cameras per NYC Transit
NYCT	A-36622B	ESI Package 2 for the Design and Construction of Improvements at the 30th Avenue, Broadway, 36th Avenue, and 39th Avenue Stations - Astoria Line Queens	\$149,680,000	\$9,730,500	\$690,000	0.46%	6	5/4/2018	Beacon Train Arrival System Redesign, Removal, and Reinstallation
NYCT	A-36622B	ESI Package 2 for the Design and Construction of Improvements at the 30th Avenue, Broadway, 36th Avenue, and 39th Avenue Stations - Astoria Line Queens	\$149,680,000	\$10,420,500	\$305,000	0.20%	7	5/4/2018	Con Edison Service Upgrade at 30th and 36th Avenue Stations
NYCT	A-36622B	ESI Package 2 for the Design and Construction of Improvements at the 30th Avenue, Broadway, 36th Avenue, and 39th Avenue Stations - Astoria Line Queens	\$149,680,000	\$10,725,500	\$330,000	0.22%	10	4/26/2018	Con Edison Service Upgrade at 39th Avenue and Broadway Stations
NYCT	CM-1112	Provide Independent Safety Assessor (ISA) Services in Support of Solid State Interlocking Projects	\$2,495,343	\$0	\$276,711	11.10%	2	6/7/2018	Provide Additional Funding for Continued ISA services for the Signal System Modernization for the West 4th and 34th Street Solid State Interlocking Projects
NYCT	E-31705	Flood Mitigation and Resiliency at 17 Fan Plants and Adjacent Tunnels	\$22,763,000	\$119,870	\$637,000	2.79%	13	5/22/2018	Repair or Replacement of Deteriorated Steel Beams, and Reconstruction of the Concrete Sidewalk Above the Ventilation Battery Bays

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NYCT	A-46004	Renewal and Component Repairs of Seven Stations on the New Lots Line	\$45,748,000	\$651,678	\$418,000	0.91%	17	4/17/2018	Repair of Damage from Truck Strike at the Pennsylvania Avenue Station
NYCT	A-36916/C-34920	Component Repairs and Line Structure Overcoating at Dyre Avenue Station, Dyre Line - Borough of the Bronx	\$16,224,000	\$1,228,529	\$749,917	4.60%	17	5/10/2018	Additional Steel Repair on Line Structure at Dyre Avenue Station
NYCT	A-36090	Station Renewal of Six Stations on the Sea Beach Line in the Borough of Brooklyn	\$188,761,000	\$6,347,260	\$325,000	0.17%	24	4/18/2018	8th Avenue Station Communication System
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	\$1,765,849	\$665,000	0.82%	57	4/17/2018	Furnish and Install the Cover Plates of the Platform Girders in the Cast in Place Platform Areas of Seven Stations
NYCT	S-32769	71st Continental Avenue and Union Turnpike Interlocking	\$167,024,560	\$4,571,118	\$605,000	0.36%	61	6/29/2018	Remedy of Water Leaking in the new Master Tower
NYCT	A-36090	Station Renewal of Six Stations on the Sea Beach Line in the Borough of Brooklyn	\$188,761,000	\$6,745,260	\$675,000	0.35%	177	4/18/2018	Canopy Steel Repair Overrun at 8th Avenue

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

** Including any exercised options

*** This item was inadvertently omitted from the 1st Quarter 2018 Report

Utilization of As Needed Consulting Contracts
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Agency	Supplier Name	Authorized Contract Amount	Contract Total Released Amount	Payments 8/2017-7/2018	Personal Service Board Category	Procurement Description
MTA HQ	FRENCH & ASSOCIATES	\$125,000.00	\$125,000.00	\$0.00	Pers. Serv. - Human Resources	Organizational Development Training
MTA HQ	AON CONSULTING INC	\$1,250,000.00	\$1,250,000.00	\$58,520.75	Pers. Serv. - Human Resources	Employee Benefits Consultant Services
MTA HQ	KRAUTHAMER & ASSOCIATES, INC.	\$724,720.21	\$724,720.21	\$39,433.00	Pers. Serv. - Human Resources	Executive recruitment services
LI Railroad	NYS INDUSTRIES FOR THE DISABLED INC	\$72,046.61	\$71,006.07	\$45,981.57	Pers. Service - Public Affairs	Administrative office personnel
MTA HQ	BURGESS GROUP-CORPORATE RECRUITERS	\$86,375.00	\$86,375.00	\$50,916.66	Pers.Service-Office Services	Executive Recruitment Services
MTA HQ	GILBERT TWEED ASSOCIATES, INC.	\$93,000.00	\$93,000.00	\$33,334.00	Pers.Service-Office Services	Executive Recruitment Services
MTA HQ	HARRIS RAND LUSK	\$55,119.00	\$55,119.00	\$55,119.00	Pers.Service-Office Services	Executive Recruitment Services
MTA HQ	KRAUTHAMER & ASSOCIATES, INC.	\$926,620.05	\$926,620.04	\$538,902.00	Pers.Service-Office Services	Executive Recruitment Services
NYCTA	M J BRADLEY & ASSOCIATES LLC	\$43,305.00	\$43,305.00	\$0.00	Personal Service - Analysis	Bus Industry technical consultant
MTA HQ	KPMG, LLP	\$460,494.00	\$460,494.00	\$98,057.94	Personal Service - Auditing	Integrity Monitor
LI Railroad	PSI INTERNATIONAL, INC	\$877,269.40	\$877,269.40	\$0.00	Personal Service - Computer	IT Hourly Consultant
MTA HQ	COMPUFORCE / TEMPOSITION INC	\$300,000.00	\$165,040.00	\$43,702.70	Personal Service - Computer	IT hourly consultant
MTA HQ	DTG CONSULTING SOLUTIONS, INC.	\$1,123,799.75	\$1,118,060.99	\$0.00	Personal Service - Computer	IT hourly consultant
MTA HQ	STAFFING SOLUTIONS USA INC.	\$550,000.00	\$482,000.00	\$0.00	Personal Service - Computer	IT hourly consultant
MTA HQ	KMQ ENTERPRISES, INC.	\$522,600.00	\$508,150.00	\$0.00	Personal Service - Computer	IT hourly consultant
MTA HQ	DTG CONSULTING SOLUTIONS, INC.	\$9,984,946.06	\$9,965,986.95	\$22,560.00	Personal Service - Computer	IT hourly consultant
MTA HQ	PRUTECH SOLUTIONS, INC.	\$3,462,119.98	\$3,459,604.12	\$39,253.00	Personal Service - Computer	IT hourly consultant
MTA HQ	PSI INTERNATIONAL, INC	\$1,268,750.00	\$1,236,579.50	\$0.00	Personal Service - Computer	IT hourly consultant

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MTA HQ	Q.E.D., INC.	\$5,084,999.40	\$4,567,331.52	\$8,323.20	Personal Service - Computer	IT hourly consultant
MTA HQ	UNIQUE COMP, INC.	\$4,065,631.25	\$3,680,008.52	\$0.00	Personal Service - Computer	IT hourly consultant
MTA HQ	CAPSTONE STRATEGY GROUP, LLC	\$3,406,050.00	\$2,967,081.13	\$1,339,203.75	Personal Service - Computer	IT hourly consultant
MTA HQ	DONNELLY & MOORE CORP	\$3,293,102.10	\$2,395,432.86	\$483,660.75	Personal Service - Computer	IT hourly consultant
MTA HQ	GRANDWOOD INC	\$500,000.00	\$154,375.00	\$72,875.00	Personal Service - Computer	IT hourly consultant
MTA HQ	IIT INC	\$7,285,648.00	\$6,730,610.71	\$3,037,654.75	Personal Service - Computer	IT hourly consultant
MTA HQ	INFOPEOPLE CORP	\$6,600,000.00	\$6,067,754.10	\$2,629,006.73	Personal Service - Computer	IT hourly consultant
MTA HQ	INFOSYS INTERNATIONAL, INC.	\$6,445,498.05	\$6,445,498.05	\$3,475,786.79	Personal Service - Computer	IT hourly consultant
MTA HQ	IZAR ASSOCIATES INC	\$1,067,280.00	\$981,167.92	\$416,105.09	Personal Service - Computer	IT hourly consultant
MTA HQ	LYNX TECHNOLOGY PARTNERS INC	\$1,500,000.00	\$1,244,472.04	\$671,635.27	Personal Service - Computer	IT hourly consultant
MTA HQ	NEXT GENERATION INC	\$2,860,000.00	\$399,925.00	\$341,775.00	Personal Service - Computer	IT hourly consultant
MTA HQ	PROTEK INFORMATION TECHNOLOGY SVS LLC	\$1,000,000.00	\$525,820.00	\$282,555.00	Personal Service - Computer	IT hourly consultant
MTA HQ	PRUTECH SOLUTIONS, INC.	\$3,000,000.00	\$2,155,011.00	\$1,032,393.70	Personal Service - Computer	IT hourly consultant
MTA HQ	Q.E.D., INC.	\$9,148,512.00	\$8,760,958.28	\$3,027,392.43	Personal Service - Computer	IT hourly consultant
MTA HQ	SOURCE OF FUTURE TECHNOLOGY INC.	\$6,198,040.70	\$6,189,744.47	\$2,438,576.63	Personal Service - Computer	IT hourly consultant
MTA HQ	SPRUCE TECHNOLOGY INC	\$3,100,000.00	\$2,171,677.23	\$684,864.30	Personal Service - Computer	IT hourly consultant
MTA HQ	TCA CONSULTING GROUP INC	\$1,100,000.00	\$747,430.22	\$344,183.25	Personal Service - Computer	IT hourly consultant
MTA HQ	UNIQUE COMP, INC.	\$10,745,000.00	\$10,703,171.74	\$4,418,995.50	Personal Service - Computer	IT hourly consultant

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MTA HQ	US TECH SOLUTIONS, INC	\$4,800,548.00	\$4,227,744.98	\$586,707.00	Personal Service - Computer	IT hourly consultant
MTA HQ	V GROUP INC	\$1,000,000.00	\$116,811.00	\$7,864.45	Personal Service - Computer	IT hourly consultant
MTA HQ	22ND CENTURY TECHNOLOGIES, INC	\$2,000,000.00	\$1,628,107.59	\$688,047.21	Personal Service - Computer	IT hourly consultant
MTA HQ	ACCENTURE, LLP	\$1,000,000.00	\$842,875.60	\$580,668.96	Personal Service - Computer	IT hourly consultant
MTA HQ	AEGISTECH, INC.	\$3,000,000.00	\$2,774,501.00	\$958,334.60	Personal Service - Computer	IT hourly consultant
MTA HQ	AXELON SERVICES CORP	\$1,000,000.00	\$482,481.60	\$303,022.25	Personal Service - Computer	IT hourly consultant
MTA HQ	BOWNE MANAGEMENT SYSTEMS, INC.	\$1,505,000.00	\$1,503,075.00	\$391,675.50	Personal Service - Computer	IT hourly consultant
MTA HQ	PSI INTERNATIONAL, INC	\$3,882,033.00	\$3,473,539.91	\$1,339,517.93	Personal Service - Computer	IT hourly consultant
MTA HQ	COMPUFORCE / TEMPOSITION INC	\$1,000,000.00	\$999,278.22	\$118,640.84	Personal Service - Computer	IT hourly consultant
MTA HQ	DTG CONSULTING SOLUTIONS, INC.	\$17,000,000.00	\$16,822,552.03	\$6,970,840.47	Personal Service - Computer	IT hourly consultant
MTA HQ	ENTERPRISE ENGINEERING, INC.	\$2,000,000.00	\$1,439,758.10	\$399,246.90	Personal Service - Computer	IT hourly consultant
MTA HQ	INDOTRONIX INTERNATIONAL CORP	\$500,000.00	\$200,000.00	\$142,909.90	Personal Service - Computer	IT hourly consultant
MTA HQ	INDUSTRIAL STAFFING SERVICES INC	\$431,744.04	\$431,744.04	\$32,916.00	Personal Service - Computer	IT hourly consultant
MTA HQ	INFOPEOPLE CORP	\$656,000.00	\$493,071.00	\$56,448.00	Personal Service - Computer	IT hourly consultant
MTA HQ	KFORCE INC	\$500,000.00	\$59,893.00	\$0.00	Personal Service - Computer	IT hourly consultant
MTA HQ	PRUTECH SOLUTIONS, INC.	\$1,000,000.00	\$564,180.80	\$233,744.88	Personal Service - Computer	IT hourly consultant
MTA HQ	CMA CONSULTING SERVICES	\$600,000.00	\$321,130.60	\$173,050.00	Personal Service - Computer	IT hourly consultant
MTA HQ	Q.E.D., INC.	\$2,000,000.00	\$1,981,794.12	\$502,110.25	Personal Service - Computer	IT hourly consultant

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MTA HQ	UNIQUE COMP, INC.	\$4,405,000.00	\$4,283,457.56	\$1,317,418.25	Personal Service - Computer	IT hourly consultant
Bridges & Tunnels	PRUTECH SOLUTIONS, INC.	\$35,000.00	\$35,000.00	\$0.00	Personal Service - Computer	IT Hourly Consultant
MTA HQ	IZAR ASSOCIATES INC	\$156,000.00	\$156,000.00	\$34,875.00	Personal Service - Computer	Procurement hourly consultant
MTA HQ	A-1 TECHNOLOGY, INC.	\$503,000.00	\$473,200.00	\$257,460.00	Personal Service - Computer	IT hourly consultant
MTA HQ	OMNICAP GROUP, LLC	\$543,234.50	\$475,000.00	\$0.00	Personal Service - Finance	Arbitrage rebate and tax compliance
MTA HQ	OMNICAP GROUP, LLC	\$150,000.00	\$150,000.00	\$0.00	Personal Service - Finance	Arbitrage rebate and tax compliance
MTA HQ	PERSPECTIVES RESOURCES INC.	\$402,716.50	\$300,763.00	\$0.00	Personal Service - Marketing	Market Research
MTA HQ	RESOURCE SYSTEMS GROUP	\$340,337.70	\$305,871.70	\$0.00	Personal Service - Marketing	Market Research
MTA HQ	PERSPECTIVES RESOURCES INC.	\$101,953.50	\$87,350.15	\$0.00	Personal Service - Marketing	Market Research
MTA HQ	ABT SRBI, INC.	\$2,295,745.26	\$2,153,569.74	\$0.00	Personal Service - Marketing	Market Research
MTA HQ	LIEBERMAN RESEARCH EAST, INC.	\$205,358.60	\$175,816.00	\$0.00	Personal Service - Marketing	Market Research
MTA HQ	RESOURCE SYSTEMS GROUP	\$3,718,820.60	\$3,707,453.60	\$297,657.11	Personal Service - Marketing	Market Research
MTA HQ	WIDENER - BURROWS & ASSOCIATES, INC.	\$2,071,192.19	\$1,935,879.44	\$325,419.94	Personal Service - Marketing	Market Research
MTA HQ	LIEBERMAN RESEARCH EAST, INC.	\$30,000.00	\$30,000.00	\$0.00	Personal Service - Marketing	Market Research
MTA HQ	RESOURCE SYSTEMS GROUP	\$78,529.35	\$78,529.35	\$0.00	Personal Service - Marketing	Market Research
MTA HQ	WIDENER - BURROWS & ASSOCIATES, INC.	\$80,000.00	\$80,000.00	\$8,950.45	Personal Service - Marketing	Market Research
MTA HQ	ARCADE CREATIVE GROUP	\$58,312,825.00	\$58,306,831.50	\$11,405,372.42	Personal Service - Marketing	Full service marketing
MTA HQ	CLARION RESEARCH INC	\$504,981.39	\$504,981.39	\$0.00	Personal Service - Marketing	Market Research

Utilization of As Needed Consulting Contracts
Contracts Released or Modified August 2017 - July 2018

Agency	Supplier Name	Authorized Contract Amount	Contract Total Released Amount	Payments 8/2017-7/2018	Personal Service Board Category	Procurement Description
MTA HQ	CLARION RESEARCH INC	\$52,071.14	\$52,071.14	\$0.00	Personal Service - Marketing	Market Research
MTA HQ	RESOURCE SYSTEMS GROUP	\$279,967.60	\$279,967.60	\$0.00	Personal Service - Marketing	Market Research
MTA HQ	CLARION RESEARCH INC	\$149,709.73	\$149,709.73	\$0.00	Personal Service - Marketing	Market Research
MTA HQ	CLARION RESEARCH INC	\$147,929.32	\$147,929.32	\$0.00	Personal Service - Marketing	Market Research
MTA HQ	CLARION RESEARCH INC	\$26,237.93	\$26,237.93	\$0.00	Personal Service - Marketing	Market Research
MTA HQ	WIDENER - BURROWS & ASSOCIATES, INC.	\$625,000.00	\$625,000.00	\$0.00	Personal Service - Marketing	Market Research
MTA HQ	CLARION RESEARCH INC	\$27,000.00	\$27,000.00	\$0.00	Personal Service - Marketing	Market Research
MTA HQ	WIDENER - BURROWS & ASSOCIATES, INC.	\$50,000.00	\$50,000.00	\$0.00	Personal Service - Marketing	Market Research
MTA HQ	ABT SRBI, INC.	\$1,775,253.32	\$1,766,606.84	\$0.00	Personal Service - Marketing	Market Research
LI Railroad	NYS INDUSTRIES FOR THE DISABLED INC	\$193,728.94	\$141,271.02	\$28,390.85	Personal Service - Other	Administrative office personnel
LI Railroad	CH2M HILL NEW YORK INC	\$217,268.77	\$109,991.07	\$39,840.24	Personal Service - Other	Transportation consultant
NYCTA	SOUTHWEST RESEARCH INSTITUTE	\$558,227.11	\$558,227.11	\$17,584.42	Personal Service - Other	Fuel analysis consulting services
NYCTA	SIEMENS INDUSTRY, INC.	\$7,559,365.49	\$5,189,333.16	\$1,586,323.56	Personal Service - Other	Engineering support for NYCT's Public Address/Customer Information Signs system
NYCTA	DAY ENGINEERING, PC	\$517,500.00	\$517,500.00	\$93,634.41	Personal Service - Other	Environmental consulting
NYCTA	SAM SCHWARTZ ENGINEERING, DPC	\$545,945.95	\$545,945.95	\$303,156.38	Personal Service - Other	Traffic engineering consultant
MTA HQ	DEPT OF HOMELESS SVS - NYC	\$9,247,775.00	\$9,247,775.00	\$202,776.11	Personal Service - Other	Homeless Outreach services
Metro North	EXECUTIVE CHARGE, INC.	\$5,268.56	\$5,268.56	\$0.00	Personal Service - Other	Car service
MTA HQ	SUSAN BEDNARCZYK	\$262,000.00	\$262,000.00	\$2,862.00	Personal Service - Other	Freelance Writers and Editorial

Utilization of As Needed Consulting Contracts
Contracts Released or Modified August 2017 - July 2018

Agency	Supplier Name	Authorized Contract Amount	Contract Total Released Amount	Payments 8/2017-7/2018	Personal Service Board Category	Procurement Description
MTA HQ	NELSON SMITH	\$225,000.00	\$225,000.00	\$24,982.00	Personal Service - Other	Freelance Writers and Editorial
MTA HQ	YOU NEED A WRITER	\$225,000.00	\$225,000.00	\$53,600.00	Personal Service - Other	Freelance Writers and Editorial
MTA HQ	ACCENTURE, LLP	\$6,818,293.75	\$6,552,777.42	\$0.00	Personal Service - Other	All-Agency Enterprise Asset Management Services
MTA HQ	PARSONS BRINCKERHOFF, INC	\$6,293,061.10	\$5,844,207.01	\$17,292.86	Personal Service - Other	All-Agency Enterprise Asset Management Services
MTA HQ	PARSONS BRINCKERHOFF, INC	\$1,305,322.53	\$1,305,322.53	\$0.00	Personal Service - Other	All-Agency Enterprise Asset Management Services
MTA HQ	AMERICAN OCCUPATIONAL HEALTH MGMT INC	\$1,715,000.00	\$1,715,000.00	\$28,325.99	Personal Service - Other	Occupational Healthcare Services
MTA HQ	KPMG, LLP	\$9,976,705.00	\$8,666,304.00	\$208,000.00	Personal Service - Other	Business Transformational Consulting
MTA HQ	NELSON SMITH	\$80,000.00	\$80,000.00	\$60,203.00	Personal Service - Other	Freelance Writers and Editorial
MTA HQ	FRANK COMMUNICATIONS	\$8,000.00	\$8,000.00	\$1,650.00	Personal Service - Other	Freelance Writers and Editorial
MTA HQ	DIVERSITY MARKETING & COMM LLC	\$16,000.00	\$16,000.00	\$7,623.00	Personal Service - Other	Freelance Writers and Editorial
MTA HQ	JILL DAVIS	\$5,000.00	\$5,000.00	\$1,975.00	Personal Service - Other	Freelance Writers and Editorial
MTA HQ	LORRAINE KREAHLING	\$6,000.00	\$6,000.00	\$3,360.00	Personal Service - Other	Freelance Writers and Editorial
MTA HQ	GEOFFREY GIORDANO	\$65,000.00	\$65,000.00	\$12,543.75	Personal Service - Other	Freelance Writers and Editorial
MTA HQ	GRIFFIN COMMUNICATIONS	\$12,000.00	\$12,000.00	\$4,731.75	Personal Service - Other	Freelance Writers and Editorial
Bridges & Tunnels	GOTHAMCULTURE LLC	\$147,406.63	\$147,406.63	\$0.00	Personal Service - Other	Patrol Guide, TBTA Climate Survey
LI Railroad	CAL SHOP INC	\$237,450.00	\$40,099.08	\$32,695.77	Personal Service - Other	Calibrations for communications
NYCTA	WALTER T GORMAN PE, PC	\$603,604.30	\$603,604.30	\$97,079.26	Personal Service - Other	Consulting services for bulk storage & dispensing systems for petroleum products
NYCTA	SIEMEN'S TRAN. SYSTEMS, INC.	\$31,072,430.79	\$22,590,920.22	\$2,106,979.50	Personal Service - Other	ATS Software Support - Maintenance and Enhancements. Task Order contract for engineering

Utilization of As Needed Consulting Contracts
Contracts Released or Modified August 2017 - July 2018

Agency	Supplier Name	Authorized Contract Amount	Contract Total Released Amount	Payments 8/2017-7/2018	Personal Service Board Category	Procurement Description
NYCTA	SIEMENS INDUSTRY, INC.	\$750,000.00	\$750,000.00	\$0.00	Personal Service - Other	CBTC software (Canarsie Line) software support - maintenance and enhancements. Task Order
MTA HQ	BOWERY RESIDENTS COMMITTEE, INC.	\$11,832,597.27	\$11,045,988.93	\$1,234,323.29	Personal Service - Other	Homeless Outreach services
Bridges & Tunnels	NYC DEPT OF TRANSPORTATION	\$21,456,762.60	\$21,456,762.60	\$11,189,931.93	Personal Service - Other	HAZARDOUS MATERIAL ABATEMENT
Bridges & Tunnels	ENVIRONMENTAL PLANNING & MGMT INC	\$236,185.25	\$236,185.25	\$29,044.46	Personal Service - Other	HAZARDOUS MATERIAL ABATEMENT
Bridges & Tunnels	CARDNO ATC	\$155,305.59	\$155,305.59	\$23,603.46	Personal Service - Other	HAZARDOUS MATERIAL ABATEMENT
Bridges & Tunnels	LOUIS BERGER GROUP (DOMESTIC) INC.	\$328,091.65	\$316,265.61	\$38,732.08	Personal Service - Other	HAZARDOUS MATERIAL ABATEMENT
Bridges & Tunnels	LIRO ENGINEERS, INC.	\$650,000.00	\$350,000.00	\$32,230.17	Personal Service - Other	Environmental Mgmt
Bridges & Tunnels	JHK ENGINEERING, P.C.	\$254,435.00	\$254,435.00	\$61,702.40	Personal Service - Other	ITS Consulting Services
Bridges & Tunnels	HENNINGSON, DURHAM & RICHARDSON PC	\$3,000,000.00	\$1,401,528.59	\$505,692.19	Personal Service - Other	ITS Consulting Services
LI Railroad	NYS INDUSTRIES FOR THE DISABLED INC	\$784,927.51	\$774,703.73	\$182,825.25	Personal Service - Planning	Administrative office personnel
Metro North	KPMG, LLP	\$1,514,240.00	\$1,424,406.00	\$760,068.08	Personal Service - Planning	Capital Contract admin
Bridges & Tunnels	JACOBS CIVIL CONSULTANTS, INC.	\$2,824,017.00	\$2,824,016.99	\$781,499.91	Personal Service - Planning	Toll Collection Consultant Support Services
MTA HQ	O.R. COLAN ASSOCIATES OF FLORIDA LLC	\$11,130,986.00	\$7,612,732.34	\$243,198.33	Personal Service - Real Estate	Real estate Relocation Services
MTA HQ	CASSIDY TURLEY NEW YORK, INC.	\$800,000.00	\$83,041.24	\$36,611.31	Personal Service - Real Estate	Brokerage Services
MTA HQ	CUSHMAN & WAKEFIELD, INC.	\$71,955.00	\$57,575.03	\$0.00	Personal Service - Real Estate	Brokerage Services, Design & Project Mgmt, move from and sale of Madison Av sites
MTA HQ	JONES LANG LASALLE AMERICAS, INC.	\$38,793,845.00	\$38,327,932.01	\$10,625,411.68	Personal Service - Real Estate	Retail Leasing & Merchandising for GCT
MTA HQ	NEWMARK & COMPANY REAL ESTATE, INC.	\$1,500,000.00	\$1,200,000.00	\$300,000.00	Personal Service - Real Estate	Retail Leasing & Merchandising for GCT
Bridges & Tunnels	PARSONS BRINCKERHOFF, INC	\$2,484,956.00	\$2,484,956.00	\$529,661.06	Personal Service - Statistics	Toll Collection Consultant Support Services


Utilization of As Needed Consulting Contracts
Contracts Released or Modified August 2017 - July 2018

Agency	Supplier Name	Authorized Contract Amount	Contract Total Released Amount	Payments 8/2017-7/2018	Personal Service Board Category	Procurement Description
Bridges & Tunnels	WSP USA INC	\$2,000,000.00	\$2,000,000.00	\$58,875.48	Personal Service - Statistics	Environmental Review As-Needed
MTA HQ	CENTER FOR STRATEGY REALIZATION LLC	\$1,025,000.00	\$1,017,420.00	\$0.00	Personal Service -Training	Organizational Development Training
MTA HQ	PUNCH POINT GROUP LLC	\$7,000.00	\$7,000.00	\$6,750.00	Personal Service -Training	Organizational Development Training
Bridges & Tunnels	THOMAS COACHING COMPANY INC	\$40,000.00	\$40,000.00	\$0.00	Personal Service -Training	Employee Training and Development Services
LI Railroad	EMPIRE STATE TRAINING ASSOCIATES INC	\$16,800.00	\$9,600.00	\$3,600.00	Personal Service -Training	Training Services
LI Railroad	PHILIP VASSALLO, ED. D.	\$38,400.00	\$24,640.00	\$14,080.00	Personal Service -Training	Training Services
LI Railroad	EMPIRE STATE TRAINING ASSOCIATES INC	\$1,200.00	\$1,200.00	\$0.00	Personal Service -Training	Training Services
LI Railroad	EMPIRE STATE TRAINING ASSOCIATES INC	\$1,200.00	\$1,200.00	\$0.00	Personal Service -Training	Training Services
LI Railroad	EMPIRE STATE TRAINING ASSOCIATES INC	\$1,200.00	\$1,200.00	\$0.00	Personal Service -Training	Training Services
LI Railroad	PHILIP VASSALLO, ED. D.	\$3,200.00	\$3,200.00	\$0.00	Personal Service -Training	Training Services
LI Railroad	PHILIP VASSALLO, ED. D.	\$3,200.00	\$3,200.00	\$0.00	Personal Service -Training	Training Services
LI Railroad	PHILIP VASSALLO, ED. D.	\$3,200.00	\$3,200.00	\$0.00	Personal Service -Training	Training Services
LI Railroad	PHILIP VASSALLO, ED. D.	\$3,200.00	\$3,200.00	\$0.00	Personal Service -Training	Training Services
LI Railroad	SAFETY ONE TRAINING INTERNATIONAL INC	\$9,800.00	\$9,800.00	\$0.00	Personal Service -Training	Training Services
LI Railroad	SOUTHEAST LINEMAN TRAINING CENTER LLC	\$4,500.00	\$4,500.00	\$0.00	Personal Service -Training	Training Services
LI Railroad	EMPIRE STATE TRAINING ASSOCIATES INC	\$1,200.00	\$1,200.00	\$0.00	Personal Service -Training	Training Services
LI Railroad	EMPIRE STATE TRAINING ASSOCIATES INC	\$1,200.00	\$1,200.00	\$0.00	Personal Service -Training	Training Services
LI Railroad	EMPIRE STATE TRAINING ASSOCIATES INC	\$1,200.00	\$1,200.00	\$0.00	Personal Service -Training	Training Services

Utilization of As Needed Consulting Contracts
Contracts Released or Modified August 2017 - July 2018

Agency	Supplier Name	Authorized Contract Amount	Contract Total Released Amount	Payments 8/2017-7/2018	Personal Service Board Category	Procurement Description
LI Railroad	EMPIRE STATE TRAINING ASSOCIATES INC	\$1,200.00	\$1,200.00	\$0.00	Personal Service -Training	Training Services
LI Railroad	PHILIP VASSALLO, ED. D.	\$3,200.00	\$3,200.00	\$0.00	Personal Service -Training	Training Services
LI Railroad	PHILIP VASSALLO, ED. D.	\$3,200.00	\$3,200.00	\$0.00	Personal Service -Training	Training Services
LI Railroad	AMERICAN MANAGEMENT ASSOCIATION INT'L	\$9,495.00	\$9,495.00	\$0.00	Personal Service -Training	Training Services
LI Railroad	SOLARTECH INC	\$5,390.00	\$5,390.00	\$0.00	Personal Service -Training	Training Services
NYCTA	MODERN FACILITIES SERVICES, INC.	\$78,732.00	\$78,732.00	\$0.00	Personal Service -Training	Consultant Services for Station Environment Cleaning Methodology
Bridges & Tunnels	PHILIP VASSALLO, ED. D.	\$40,000.00	\$40,000.00	\$22,880.00	Personal Service -Training	Business Writing Training

Staff Summary

Subject
Request for Authorization to Award Various Procurements
Department
MTA Business Service Center
Department Head Name
Wael Hibri
Department Head Signature

Division Head Name
David N. Ross

Date
September 7, 2018
Vendor Name
Various
Contract Number
Various
Contract Manager Name
Various
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance	9/24/2018	X		
2	Board	9/26/2018	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:

Schedules Requiring Majority Vote

Schedule E: Miscellaneous Procurement Contracts

	# of Actions	\$ Amount
	1	\$ 175,895
SUBTOTAL	1	\$ 175,895

MTAHQ proposes to award Competitive procurements in the following categories:

Schedules Requiring Majority Vote

Schedule F: Personal Services Contracts

Schedule H: Modification to Personal Service/Miscellaneous Service Contracts

	15	\$ 8,425,000
	3	\$ 508,030
SUBTOTAL	18	\$ 8,933,030

MTAHQ presents the following procurement actions for Ratification:

Schedules Requiring Majority Vote

Schedule K: Ratification of Completed Procurement Actions

	7	\$ 12,249,760
TOTAL	26	\$ 21,357,790

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, SEPTEMBER 2018
NON-COMPETITIVE PROCUREMENTS

METROPOLITAN TRANSPORTATION AUTHORITY

Procurements Requiring Two Thirds Vote:

E. Miscellaneous Procurement Contracts

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

- 1. Aspect Software, Inc. **\$175,895** Staff Summary Attached**
Software, Hardware, Maintenance and Support Services (not-to-exceed)
Contract No. 232138
Non-Competitive - 12 months
Board approval is sought to award a sole source contract for one year starting October 6, 2018 for continued maintenance and support coverage in the not to exceed amount of \$175,895. Aspect provides New York City Transit with proprietary software, hardware, maintenance and support services for a standalone Automatic Call Distributor System (ACD) that routes customer calls regarding travel, MetroCard and general transit information to customer service representatives as well as an Interactive Voice Response System (IVR) and Workforce Management Application (WFM). Pricing is determined to be fair and reasonable.

Staff Summary

Schedule E: Miscellaneous Procurement Contracts

Page 1 of 1

Item Number:

Vendor Name (& Location): Aspect Software, Inc	Contract Number: 232138	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Description: Software, Hardware, Maintenance and Support Services	Total Amount: \$175,895	
Contract Term (including Options, if any): October 6, 2018 through October 5, 2019	Funding Source: <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Requesting Dept/Div & Dept/Div Head Name: NYCT Department of Corporate Communications (DCC)	
Procurement Type: <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	Contract Manager: Miguel Martinez	
Solicitation Type: <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other:		

PURPOSE:

Board approval is requested to award the above referenced sole source contract for a period of one year starting October 6, 2018 to Aspect Software, Inc. (Aspect) for continued maintenance and support coverage, previously provided under Contract No. 06E9405, in the "Not-to-Exceed" amount of \$175,895.

DISCUSSION:

Aspect provides New York City Transit with proprietary software, hardware, maintenance and support services for a standalone Automatic Call Distributor System (ACD) that routes customer calls regarding travel, MetroCard and general transit information to customer service representatives as well as an Interactive Voice Response System (IVR) and Workforce Management Application (WFM). The Aspect software, together with the Unified Internet Protocol (UIP) System acts as an interface between the Automated Travel Information System (ATIS) and the automated speech recognition travel information system. No third-party vendors are authorized to sell or support Aspect products, so this is a sole source contract. Aspect has provided these software, hardware, maintenance and support services since the Board approved the current contract in October 2006.

Under this new contract, Aspect increased pricing by an average of 6.4% for maintenance and support services currently being provided. MTAHQ Procurement reviewed the applicable Department of Labor, Bureau of Labor Statistics Producer Price Index which showed an escalation of 12.6% over the twelve-year period since the predecessor contract was awarded, during which time Aspect received no price increases. Aspect has assured us that the discount and pricing currently quoted represents the best commercial pricing Aspect extends to similarly situated customers. Based on the above, MTAHQ Procurement finds the pricing to be fair and reasonable. Project management is in the process of evaluating an alternative service to replace the Aspect Software, with a goal of replacing the Aspect software before October 2019.

LIST OF PROCUREMENTS FOR BOARD APPROVAL, SEPTEMBER 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

2. **A&D project at the MNR Crestwood Station on the Harlem Line**– A&D will provide technical design, fabrication, crating, storage, delivery and oversight of installation of materials at the station specified below:

Competitively negotiated – 140 proposals - 24 months

Patricia Mary Wright – Crestwood Station MNR (\$200,000)

3. **A&D project at the LIRR Carle Place Station on the Port Jefferson Branch** – A&D will provide technical design, fabrication, crating, storage, delivery and oversight of installation of materials at the station specified below:

Competitively negotiated – 164 proposals - 24 months

Cara Enteles – Carle Place LIRR (\$225,000)

4-9. Various

\$ 500,000

Real Estate Financial Advisory Services

(not-to-exceed)

- a. BJH Advisors, LLC
- b. Ernst & Young
- c. HR&A Advisors

- d. Jones Lang LaSalle Americas, Inc
- e. Newmark Knight Frank
- f. Real Estate Solutions Group

Competitively negotiated 9 proposals 36 months

Board approval is sought to award six (6) competitively negotiated, all-agency personal services contracts to provide financial advisory services for real estate transactions on an as-needed basis. These services include analyzing real estate, planning and development projects in New York City, Long Island, Westchester, and other communities served by the MTA and/or where the MTA owns or controls property. Upcoming potential projects include: (i) financial feasibility studies to develop underutilized MTA properties and joint development opportunities, including analyzing development pro forma analysis, including revenues and expenses, Payment in Lieu of Taxes (PILOT) projections, and evaluation of parking and other ancillary revenues; (ii) evaluating the potential for value capture of MTA capital projects on surrounding real estate including Tax Increment Financing (TIF) and other mechanisms; and (iii) analyzing the economic impacts of transit investments, transit-oriented development, and congestion mitigation strategies including alternative modes of station access on local and regional economic competitiveness. Work orders will be issued on a rotation basis or through a “mini-bid” process. The proposed fully-loaded hourly rates range from \$156 to \$600 for titles ranging from Analyst to Chairperson (subject matter expert). Negotiations yielded an overall 10% cost reduction. Pricing for the selected firms are on par or lower than the industry standards for similar services. Based on the foregoing, prices were found to be fair and reasonable.

LIST OF PROCUREMENTS FOR BOARD APPROVAL

COMPETITIVE PROCUREMENTS

Procurements Requiring Majority Vote:

10-16. Various **\$7,500,000** **Staff Summary Attached**
Public Information and Customer Relations Services (not-to-exceed)

- | | |
|--|---|
| <p>a. Objective Subject, LLC</p> <p>b. Renee Sacks Associates, Inc. dba Sacks Communications</p> <p>c. Spectrum Personal Communications Corp.</p> <p>d. Arch Street Communications, Inc.</p> | <p>d. Precision Strategies, LLC</p> <p>e. Daniel J. Edelman, Inc.</p> <p>f. The Glover Park Group, LLC</p> |
|--|---|

Competitively negotiated 12 proposals 60 months

Board approval is sought to award seven competitively negotiated personal service contracts at a combined total cost not to exceed \$7,500,000 over three (3) years plus two one-year renewal options. These contracts will be utilized on an as-needed basis, without any obligation to the MTA or its agencies. Marketing and Corporate Communications department ("MCC") is responsible for developing and communicating a wide-range of customer relations information. The selected firms will assist MCC with functions such as copywriting, assorted graphic design work (layout, design, basic animation), video production and editing, and with real time customer communications on both digital platforms and in print. These firms may also deliver the message content to various stakeholders through specialized platforms, such as media outreach and guerilla marketing. Rates were negotiated by comparing supplier's rates to other market pricing. The negotiated fully-loaded rates will remain firm for the base three-year period. Option year 4 and 5 are subject to escalation of 3% or CPI, whichever is lower. Based on the foregoing, the rates are considered fair and reasonable.

LIST OF PROCUREMENTS FOR BOARD APPROVAL

COMPETITIVE PROCUREMENTS

Procurements Requiring Majority Vote:

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.)

17. Unimac Graphics, Inc.

\$ 133,030

Printing of the MTA's Subway & Railroad Maps

(not-to-exceed)

Contract No. 13025-0200, Modification No. 3

Base Amount = \$1,630,773

Board approval is requested for an 18-month extension to a competitively solicited NYCTA miscellaneous procurement contract that was awarded to Unimac Graphics for sixty (60) months beginning in April 5, 2010, with the option to extend for an additional twelve (12) months. This contract provides for printing and delivery of Pocket Borough Bus Maps that assist in customers wayfinding including information about individual bus routes such as route descriptions, neighborhoods served, time-spans and frequencies. Expenditures have been within budget and are expected to continue at a similar pace during the extension. There have been multiple extensions that added time and funds to the contract, bringing its value from \$1,363,350 to \$1,715,923. The proposed extension will take the contract through December 31, 2019 and add funding of \$133,030, providing time for the consolidation of this and other printing requirements within the upcoming All-Agency Printing RFP. Unimac will receive a 5.72% price increase due to the increased cost of uncoated paper. This is the first increase in their rates since 2012, since which time the U.S. Department of Labor, Bureau of Labor Statistics Producer Price Index (PPI) for "Pulp, Paper and Allied Products: Paper" increased 5.24%. Based on this research, Procurement deems Unimac's rates fair and reasonable. Terms and conditions will remain unchanged for this extension.

LIST OF PROCUREMENTS FOR BOARD APPROVAL
COMPETITIVE PROCUREMENTS

Procurements Requiring Majority Vote:

- 18. TemPositions Health Care Inc. \$375,000**
Winston Support Services LLC (not- to-exceed)
Emergency Medical Technicians Staffing for the Help Hub Program
Contract No. CMM-1463B and C

Base Amount = \$6,921,327

Board approval is sought by NYCTA-Human Resources to extend the term of competitively negotiated personal service contracts with the firms TemPositions Health Care Inc. (TemPositions) and Winston Support Services LLC. (Winston) through August 8, 2019 and to add funding of \$375,000 to continue to provide Emergency Medical Technicians (EMT's) serving the Help Hub Program. These services are part of the Governor's subway improvement plan because they reduce the incidence of subway delays due to sick passengers by offering swift assistance to sick passengers during rush hour shifts. These contracts were initially solicited through a competitive RFP and were approved by the Board in May 2006. Three firms were originally awarded (Gotham Per Diem, Inc.(Gotham), TemPositions, and Winston), each for a three-year term and two-year option to extend for a total value of \$4,218,805. There have been multiple subsequent change orders for budget adjustments and contract extensions. Gotham, primarily a nursing registry, had been unable to provide EMTs in a timely manner so their contract was allowed to expire in June 2017. The Winston and TemPositions contracts were most recently extended through EO 168 and ratified by the Board through June 8, 2018 with \$990,000 in additional funds, raising the total value of the contracts to \$6,546,327. There are currently 12 stations covered by these programs but funding is available for up to 16 stations under the proposed extension. The participating locations include 14th St./Union Square, 42nd St./Times Square, 42nd St./Grand Central Station, 59th St./Lexington Ave., Roosevelt Ave./Jackson Hts., 125th St./Lexington Ave, Atlantic Ave./Barclay Ctr., West 4th Street (Subway Station), 125th Street (Subway Station), 59 Street/Columbus Circle (Subway Station), Fulton Street (Subway Station), and 14th Street (Subway Station). Staffing requirements are split between Winston and TemPositions to ensure sufficient staffing will be available at all locations. This extension will allow time to conduct a competitive procurement and to award new/replacement contracts. The fees established in the base contracts will remain the same and are deemed fair and reasonable.

Staff Summary

Schedule F: Personal Service Contracts

Item Number: Dept. & Dept. Head Name: Marketing & Corporate Communications / John McKay						SUMMARY INFORMATION	
Division & Division Head Name: Marketing & Communications / John McKay						Vendor Name: Various	
Board Reviews						Contract Number: 15325 – 0200 thru 0800	
Order	To	Date	Approval	Info	Other	Description: Public Information and Customer Relations Services	
1	Finance	9/24/18	X			Total Amount: \$7,500,000	
2	Board	9/26/18	X			Contract Term (including Options, if any): Five (5) Years	
Internal Approvals						Option(s) Included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Order	Approval	Order	Approval	Renewal – two (2) one year renewals <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
1	Procurement	4	DDCR	Procurement Type: <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive			
2	Legal	5	CFO	Solicitation Type: <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:			
3	Marketing & Corp Communications			Funding Source: <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:			

I. PURPOSE/RECOMMENDATION

Board approval is sought to award seven competitively negotiated personal service contracts for public information and customer relations services at a combined total cost not to exceed \$7,500,000 over three (3) years plus two one-year renewal options. These contracts will be utilized on an as-needed basis, without any obligation to the MTA or its agencies. The selected firms are as follows:

1. Objective Subject, LLC	5. Precision Strategies, LLC
2. Renee Sacks Associates, Inc. dba Sacks Communications	6. Daniel J. Edelman, Inc.
3. Spectrum Personal Communications Corp.	7. The Glover Park Group, LLC
4. Arch Street Communications, Inc.	

II. DISCUSSION

Metropolitan Transportation Authority's Marketing and Corporate Communications department ("MCC") is responsible for developing and communicating a wide-range of customer relations information. Such information may include operational information including crises, anticipated and unanticipated service disruptions, service changes, and other special communications initiatives. The selected firms will assist MCC with functions such as copywriting, assorted graphic design work (layout, design, basic animation), video production and editing, and with real time customer communications on both digital platforms and in print. These firms may also deliver the message content to various stakeholders through specialized platforms, such as media outreach and guerilla marketing.

A Request for Proposals ("RFP") was publicly advertised and letters informing potential proposers of the RFP were emailed to one hundred seventy-two firms, ninety-four of which were MBE/WBE/SDVOB firms, and twelve proposals were received. The RFP indicated MTA's intent to award multiple contracts so as to have a cadre of firms with diverse expertise available in order to support varying requirements.

The selection committee was comprised of personnel from MTAHQ - Executive Officer, Corporate Communications & Marketing Branding; Special Advisor, Agency Operations & Initiatives and Media Coordinator, External Communications. The evaluation criteria were: a) cost; b) responsiveness to the RFP and the proposer's demonstration of a clear understanding of the objectives and constraints of the undertaking; c) experience and qualifications of the firm providing marketing service personnel within New York City and its Metropolitan Area; d) ability of the firm to promptly service and carry out an MTA/MTA Agency project scope; e) demonstrated understanding of issues and problems of MTA's public transportation services that the firm may be required to deal with; f) firm's detailed plan for responding to an MTA request for services; and g) diversity practices.

Staff Summary

The selection committee found the recommended seven firms to be the best qualified to perform the services required by the RFP, having all offered proposals that demonstrated a wide range of expertise in relevant customer relations services. The selected firms also demonstrated their ability to promptly staff work orders to meet the MTA's needs in a variety of marketing categories and provided relevant examples of projects with clients of similar size and complexity, demonstrating a clear understanding of the potential issues and customer focus of government agencies. The firms not selected for award failed to adequately demonstrate relevant experience.

The proposed fully-loaded hourly rates ranged from \$48 to \$275 for junior titles, \$61 to \$361 for senior titles, \$67 to \$421 for manager / director titles, and \$48 to \$204 for support staff titles. Rates were negotiated by comparing supplier's rates to other market pricing. Best and final offers (BAFOs) yielded resultant reduced rates ranging from \$48 to \$220 for junior titles, \$61 to \$280 for senior titles; \$67 to \$350 for manager / director titles, and \$48 to \$166 for support staff titles. The negotiated fully-loaded rates will remain firm for the base three-year period. Option year 4 and 5 are subject to escalation of 3% or CPI, whichever is lower. Based on the foregoing, the BAFOs are considered fair and reasonable.

Projects will be awarded through competitive "mini-bids" and the remainder will be awarded on a rotating basis. The prices paid will be at or below the already negotiated/contractual rates.

In connection with a review of the proposed awardees' responsibility pursuant to the All-Agency Responsibility Guidelines, all have been deemed responsible for award.

III. D/M/WBE INFORMATION

The MTA Department of Diversity and Civil Rights (DDCR) has established 15% MBE, 15% WBE and 6% SDVOB on this contract. Objective Subject, LLC, Renee Sacks Associates, Inc. (D/WBE), Spectrum Personal Communications Corp. (D/MBE), Arch Street Communications, Inc. (D/WBE), Precision Strategies, LLC, Daniel J. Edelman, Inc., and The Glover Park Group, LLC have all submitted MWBE utilization that meet the 30% MWBE and 6% SDVOB requirements on this contract. All firms have not completed any MTA contracts with MWDBE goals; therefore, no assessment of the firm's MWDBE performance can be determined at this time.

IV. IMPACT ON FUNDING

The total not to exceed budget of \$7,500,000 for this contract series will be funded with general operating funds provided on an assignment basis by the M&CC Department.

V. ALTERNATIVES

None. M&CC lacks necessary personnel to support MTA and its agencies' communication strategies with the general public in connection with crises, unanticipated service disruptions, emergencies, and special initiatives. Having a stable of providers available on-demand will provide a cost-effective and responsive business model.

LIST OF PROCUREMENTS FOR BOARD APPROVAL, SEPTEMBER 2018

PROCUREMENTS FOR RATIFICATION

METROPOLITAN TRANSPORTATION AUTHORITY

Procurements Requiring Majority Vote:

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

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

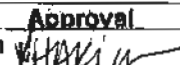
19-25. Various **\$12,249,760** **Staff Summary Attached**

Executive Order 168

This is a request that the Board ratify procurement actions awarded pursuant to Executive Order 168 ("E.O. 168") and its extensions. The total estimated value for the seven actions is \$12,249,760. Five actions are for Headquarters and two actions are for Long Island Rail Road; all seven actions were found to be fair and reasonable.

Staff Summary

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

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

Contract Number: Various	Renewal? <input type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount:	\$ 12,249,760
Funding Source: <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Senior Director, Wael Hibri	
Contract Manager: Chief Procurement Officer, David N. Ross	

PURPOSE:

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

DISCUSSION:

On June 29, 2017, Governor Andrew M. Cuomo issued Executive Order No. 168, in which he declared a disaster emergency because 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 seven actions is \$12,249,760. Five actions are for Headquarters and two actions are for Long Island Rail Road; all seven actions were found to be fair and reasonable.

1.

Agency	Award Date	Contractor	Description	Contract Number	Contract Modification Amount	Solicitation Method
MTAHQ	8/21/18	Piper Networks, Inc.	UWB Proof of Concept Phase 2 – Additional Scope of Work Services	17001-0200	\$3,867,220	Modification

Discussion:

In November 2017, Piper Networks entered into a contract with MTA to conduct a Proof of Concept (POC 1) for using Ultra-Wide Band (UWB) radio technology for subway location, with the goal of feeding train location information to a Communication Based Train Control (CBTC) system. The initial scope for that

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

contract tested the ability of the technology to determine train location and speed in NYCT subway tunnels. Piper's Proof of Concept 2 (POC 2) involves the installation and integration of Piper Networks brand UWB technology and software for the purpose of detecting the presence and location of subway trains. Piper will develop a UWB Train Positioning and Data Communications System that integrates with on board CBTC equipment developed by Thales, Inc. The testing is planned to start in October 2018.

This modification is will increase the base contract by \$3,867,220, from \$1,510,000 to \$5,377,220. All hourly rates, terms and conditions are in accordance with the base contract. A competitive process would not be practical for this phase because of the urgency of the work to be performed and the compressed time schedule. There are no prior contracts for these specific services but the negotiated hourly rates of the base contract were within the same range as GSA contracts for similar engineering titles. Based on the above, the negotiated hourly rates are considered fair and reasonable.

2.

Agency	Award Date	Contractor	Description	Contract Number	Contract Modification Amount	Solicitation Method
MTAHQ	9/1/2018	Metrom Rail, LLC	Proof of Concept Phase 2 for Communication Based Train Control (CBTC)	17004-0100	\$2,252,645	Modification

Discussion:

Similar to the Piper POC 2 (above), Metrom Rail, LLC (Metrom) is working with Thales, Inc. to demonstrate the capabilities of integrating Metrom's UWB Positioning (UWB-P) system with Thales' Next Generation Positioning (NGP) system to provide real-time, precise train locations. A wireless mesh communication network and fiber optic backbone will provide operational and (optional) diagnostic data between the train and the central office. If successful, the project would demonstrate that track mounted transponders with UWB anchors would enhance train location capabilities in the system.

Testing will to commence in September 2018. This modification will increase the contract by \$2,252,645, from \$1,500,000 to \$3,752,645. Pricing, terms and conditions are in accordance with base agreement No. 17004-0100. Given that POC 2 continues to be part of the original research Project, a competitive process for this phase continues to be neither feasible nor practical based on the urgency of the work to be performed and the compressed schedule. There are no prior contracts for these specific services but the negotiated hourly rates are comparable to GSA contract rates for similar engineering titles. Based on the above, the negotiated hourly rates are considered fair and reasonable.

3.

Agency	Award Date	Contractor	Description	Contract Number	Contract Amount	Solicitation Method
MTAHQ	9/11/2018	Metrom Rail, LLC	Proof of Concept Phase 2A (POC 2A) for Communication Based Train Control (CBTC)	17004-0100	\$2,100,000	Sole Source

Discussion:

Metrom's Proof of Concept 2A (POC 2A) will demonstrate Automatic Train Protection (ATP) using wireless technology for train location, control and protection in two parts described below.

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

The first part of POC 2A would demonstrate the ability of Metrom's AURA (Active Ultrawide Ranging Awareness) system to increase the level of safety within the subway system while reducing the overall quantity of signals and other wayside elements, such as track circuits and trip-stops. The AURA system would integrate UWB-based ATP capabilities with smart signals to safely reduce headways between trains and thereby increase the number of trains that can run on the same track segment. Metrom will also create a model that will be used to compare the predicted performance of the improved system vis-a-vis the existing system.

The second part of POC 2A will demonstrate a UWB-based "moving block" ATP system that is believed to offer the potential for an even greater reduction of signaling infrastructure. Using this approach, most tunnel signaling would be eliminated. This system would integrate directly into MTA's infrastructure (such as the remaining signals and switches at interlockings).

If these approaches prove out, they would offer options for simplifying the MTA's Train Control System architecture by reducing wayside elements. The testing is scheduled to commence in September 2018. This contract is being awarded as a sole source because Metrom is the only known company that offers this technology. Additionally, given the time constraints of the POC 2 project, a competitive process is not practical.

The hourly rates for the services are the same as the rates for Metrom's POC 2 modification, and they are similar to hourly rates of other MTA contracts for the Ultra-Wide Band Project. Accordingly, the hourly rates are considered fair and reasonable.

4.

Agency	Award Date	Contractor	Description	Contract Number	Contract Amount	Solicitation Method
MTAHQ	8/1/18	Twinco	7 Wireless Track Switches for POC Projects	900000000002446	\$203,000	Sole Source

Discussion:

Waterproof wireless track switches are being explored for use and potential integration into the CBTC Acceleration POC projects. The introduction of wireless switches would enable the integrated CBTC or ATP system to communicate with switches at interlockings, eliminating or significantly reducing the need for supporting wayside elements, such as cabling and communication rooms. The switches offer an improved mean time between failure (MTBF) and can be re-used elsewhere.

Twinco was chosen for this project because it is a leading supplier of signal systems and based on its ability to fulfill the associated requirements immediately. Once the proof of concept is completed, it is the MTA's intention to conduct an RFP to explore other suppliers in the rail switch space. Pricing is 15% lower than manufacturer's list price.

Staff Summary

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

5.

Agency	Award Date	Contractor	Description	Contract Number	Contract Modification Amount	Solicitation Method
MTAHQ	8/20/18	Parsons Transportation Group of New York	Engineering Services for Consulting, Oversight, Design, and Integration in Connection With MTA's UWB/CBTC Project	900000000002444	\$3,312,852	Modification

Discussion:

Parsons Transportation Group of New York (Parsons) was awarded the subject contract through a competitive mini-RFP process for engineering and oversight services in connection with the MTA's UWB/CBTC Project. Parsons was engaged to assist the MTA in the management of this project as well as to provide oversight and engineering services related to the above-mentioned contracts. As POC 1 has proven to be successful, the MTA continues to work with Parsons in the management and oversight of these POCs through POC 2 and 2A. This additional funding supports POC 2 planning, management and oversight.

This modification is being issued to increase the base contract by \$3,312,852, from \$2,084,978 to \$5,397,830. The overall cost is a not to exceed amount and all rates will remain the same as in the original contract. As such; costs were found to be fair and reasonable.

6.

Agency	Award Date	Contractor	Description	Contract Number	Contract Amount	Solicitation Method
LIRR	7/3/18	Network Rail Consulting	Operational & Maintenance Improvement Support	6314	\$174,043.05 (Base Work) + NTE \$1 million (Option Work)	Sole Source

Discussion:

Network Rail Consulting, Inc. ("NRC") was awarded a sole source contract by LIRR on July 3, 2018, to provide consultant services for the LIRR Forward Plan.

Network Rail Consulting, Inc. ("NRC") is an industry expert and wholly owned subsidiary of Network Rail, the owner and operator of Great Britain's main line rail infrastructure since 2002. NRC was recently engaged by NYCT to provide actionable recommendations for efficiencies and productivity improvements, including the optimization of track outages by 50% and streamlined internal communications. NRC was engaged by NYCT to address operational issues relating to service reliability, specifically:

- General Order ("GO") Efficiencies
- Work train scheduling and flagging arrangements
- Incident response time

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

These problems are consistent with and relate directly to analogous operating challenges faced by LIRR, including:

- a. Track Outage Management
- b. Seasonal Preparation Management
- c. Incident Management

NRC's industry leadership and international experience, including both with NYCT and Boston's Massachusetts Bay Transportation Authority (MBTA) commuter railroad, where they developed and implemented improvements in vegetation management, and in sustaining reliable operations under adverse winter weather conditions, make them uniquely qualified to analyze LIRR's operations critically, and develop specific practical recommendations that can, with their guidance, be implemented quickly across LIRR's network with the goal of avoiding many of the causes of service disruptions and breakdowns such as those which occurred last Fall and Winter.

Under this contract NRC will analyze LIRR operations, review work planning methods used to measure costs associated with outages, complete extensive document review, conduct interviews and perform data analysis. At the conclusion, NRC will make actionable recommendations as to process efficiencies and operational improvements, meeting the intent of EO 168 — to reduce the incidence of service outages and disruptions and improvement reliability of service provided to LIRR's customers.

It is essential that LIRR engage industry experts such as NRC at this time as LIRR Forward establishes deadlines by which improvements must be implemented — particularly as the fall and winter season approaches. The Contract has Options for NRC to: 1) conduct a hazard and operability study of such recommendations; 2) conduct an implementation workshop; 3) execute a pilot of recommendations; 4) develop revised SOPs; 5) mentor and train staff; and 6) conduct post-implementation reviews of recommendations. Options will be exercised at the discretion of LIRR and will be negotiated based on contract rates.

Network Rail is not in LIRR's pre-qualified pool of General Engineering consultants, however is uniquely qualified for this work, having recently completed similar work under NYCT. Due to the fact that NYCT also engaged the services of NRC under a non-competitive EO 168 procurement, LIRR cannot ride the existing contract with NYCT. Therefore, LIRR has separately engaged NRC under EO 168 having met the criteria set forth in the EO and in accordance with MTA guidelines.

The services performed by NRC are being paid based on the agreed hourly labor rates for specific labor titles as well as pre-established travel and expense costs. NRC's labor rates compared favorably to the rates charged by other engineering consultants. As a result, NRC's pricing was found to be fair and reasonable.

7.

Agency	Award Date	Contractor	Description	Contract Number	Contract Amount	Solicitation Method
LIRR	8/14/18	Laser Tribology, B.V.	Laser Train for Leaf Removal	4000122732	\$340,000	Sole Source

Discussion:

Laser Tribology, B.V. was awarded a sole source contract by LIRR on August 14, 2018 to design, engineer, manufacture and install equipment for a Laser Train, for the testing of leaf debris removal.

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

LIRR suffers from the effects of “Slip-Slide” which occurs typically during the early October to late November timeframe when leaves fall from the trees and deposit harmful residue on the top of the rail surface.

When a train attempts to stop, the residue causes the cars to slip/slide, resulting in damage to wheels in the form of flat spots. Flat spots, if not corrected, can cause the cars in question to derail.

This critical and time-sensitive procurement will allow for one of LIRR’s on-track special work vehicles to be outfitted with an experimental laser rail cleaning device for testing purposes, to evaluate its effectiveness. This device is designed to remove all contaminants, including leaf debris, from the head of the rail (the wheel-rail contact area) while operating below 10mph. The procurement will include the design, engineering, manufacturing and installation of all necessary equipment to allow for the testing of this technology for rail cleaning during the Fall 2018 “leaf-off” season, as well as the on-site safety plans, insurance, and continuous on-site support.


Contamination of the railhead by leaf debris in the Fall reduces the coefficient of friction in the critical location between the rail and train wheel. This reduced level of adhesion adversely affects a train’s stopping abilities and increases wheel and rail damage due to the resultant need for emergency brake applications which, in turn, causes trains wheels to lock and slide across the rails. The wheel damage alone, in the form of flat spots, results in removing passenger cars and locomotives from service for several days for repair. Wheels with flat spots require truing to bring them back into compliance before they can be reinstalled on the cars. During the Fall and Winter of 2017-2018, 3,390 wheel sets required truing as a result of damage caused by leaf residue and slip/slide conditions. This, in turn, resulted in dozens of cars being taken out of service for days at a time, causing delays, short trains and cancelled trains. In addition, slip-slide conditions can prevent accurate breaking where the train lines up with the station platform. This can result in multiple cars within the train being unable to make a scheduled station stop. Although the LIRR does everything possible to mitigate the effects of low adhesion, such as implementing speed restrictions (which in and of itself causes delay), educating locomotive engineers on low adhesion train handling, power washing the rail head, and de-activating flange lubricators, these combined efforts have little impact on the root cause of the problem – contamination of the railhead. Completely removing the source of the problem will have a direct positive impact on safety, reliability and service delivery.

Time is of the essence in regard to testing the technology described in this document so that LIRR can deploy the laser device during the Fall 2018 “leaf off” season. It is therefore appropriate and imperative to award this contract in the timeliest manner to find a slip/slide solution to avoid wheel and rail damage, resulting in cars out of service, and adversely impacting safety, and on-time service delivery to our customers. The laser system will be designed to effectively clean organic/leaf residue off the top of the rail head to eliminate leaf-induced low adhesion. The testing is to commence approximately October 15th or later depending on actual low adhesion conditions and will cease when leaf induced low adhesion is no longer experienced; in no case will it go beyond December 31, 2018.

Schedule A: Non-Competitive Purchases and Public Work Contracts

Item Number: A

Vendor Name (& Location) Wabtec Corporation, (Pittsburgh, PA)
Description Various OEM Railcar and Locomotive Parts for MNR and LIRR Fleets
Contract Term (including Options, if any) Three Years
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source

Contract Number TBD	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount:	\$76,000,000 (\$36,000,000 – MNR and \$36,500,000 – LIRR) (not-to- exceed)
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept./Div. & Dept./Div. Head Name: Procurement & Material Management, Al Muir, Sr. Director 	
Contract Manager: Omar Messado – Assistant Deputy Director, Operations Procurement	

Discussion:

Metro-North Railroad, on behalf of itself and the Long Island Rail Road (LIRR) requests approval to award a three-year non-competitive purchasing agreement in the not-to-exceed amount of \$76,000,000 (MNR - \$36,000,000 and LIRR - \$40,000,000) to Wabtec Corporation for the purchase of various parts and components for MNR's M-3, M-7 and M-8 railcars and locomotives and LIRR's M-3 and M-7 railcars. Wabtec is the Original Equipment Manufacturer (OEM), sole source and a common material supplier to MNR and LIRR.

Under this new agreement, both LIRR and MNR will continue to support its Life Cycle Maintenance (LCM) and Reliability Centered Maintenance (RCM) programs, which maintain high car reliability, improve customer service through on-time performance, and parts replacement at prescribed intervals. Additionally, parts required to perform unscheduled maintenance and repairs on the railcars are needed to insure safe, reliable and maintainable operation.

In requesting Board authorization, MNR has complied with the public advertisement requirements of PAL §1265- a(3) and PAL §1265- a(4)(b) and with the MTA All-Agency General Contract Procurement Guidelines for the procurement of sole source items. An advertisement notice was placed in the New York State Contract Reporter, the New York Post, Daily Challenge, El Diario and posted on Metro-North's website, which did not yield interest from other sources.

The chart below provides the respective Wabtec business units and the estimated not-to-exceed dollar amounts anticipated to be expended over the new contract term. The total dollars identified for LIRR are based upon historical data and projected usage derived from its LCM program. MNR has implemented the use of SMART Software which is a forecasting tool that allows MNR to refine its estimated usage and project the net effect of its current operating fleet. MNR's application of this forecasting system coupled with fleet decommissioning over the last five years and fleet expansion due to the M-8 railcar fleet has resulted in some reduction in material usage for some materials while increasing on others.

Schedule A: Non-Competitive Purchases and Public Work Contracts

Supplier	System	MNR	LIRR	Estimated Purchase Agreement Total
Wabtec Passenger Transit	Braking Systems	\$8,450,000	\$10,500,000	\$18,950,000
Wabtec Global	Mechanical/Electrical Couplers	\$11,415,000	\$8,000,000	\$19,415,000
Vapor Stone Rail Systems	Door Components and Assemblies	\$9,100,000	\$8,200,000	\$17,300,000
Graham White	Air Brake Dryer, Railcar and Diesel Electrical Parts	\$820,000	\$800,000	\$1,620,000
Faiveley Transport	Door Control and AC Parts	\$5,450,000	\$7,000,000	\$12,450,000
Mors Smitt	Relays, Safety Critical Electronics	\$765,000	\$5,500,000	\$6,265,000
Totals:		\$36,000,000	\$40,000,000	\$76,000,000

This purchase agreement is requirements-based for MNR and LIRR in that the Railroads are not obligated to generate any minimum amount of purchase orders. A review of the proposed pricing against the historical data favorably compares with an average price increase of 2% per year. The Agencies are committed to ensuring that through the use of joint procurements, Wabtec and its business units are offering each agency more beneficial and consistent pricing. The purchase agreement with Wabtec will eliminate the need and expense of individually advertising prospective procurements, procurement lead times for separate purchase orders and will expedite material delivery.

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

These replacement parts, components, assemblies and subassemblies from Wabtec and its business units will be purchased on an as-needed basis and negotiated on an individual parts basis prior to their purchase as necessary. Pricing is deemed fair and reasonable. The total award for the three-year period is not-to-exceed \$76,000,000 (MNR - \$36,000,000 and LIRR - \$40,000,000), and is to be funded by each Agency's Operating Budget.

Schedule H: Modifications to Personal Service and Miscellaneous Service Contracts

Item	H	Page 1 of 2	
Vendor Name (& Location) Dayton T. Brown, Inc. (Bohemia, NY)		Contract Number: 88157	AWO/Modification # 2
Description Engineering Support Services for Positive Train Control (PTC)		Original Amount:	\$500,000
Contract Term (including Options, if any) 36 Months		Prior Modifications:	\$1,000,000
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Prior Budgetary Increases:	\$0
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive		Current Amount:	\$1,500,000
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source		This Request:	\$2,412,000 (not to exceed)
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		% of This Request to Current	161%
Requesting Dept./Div. & Dept./Div. Head Name: Procurement & Material Management, Al Muir, Sr. Director		% of Modifications (including This Request) to Original Amount:	682%

Approval is requested for additional funding in the not-to-exceed amount of \$2,412,000 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.

In March 2018, additional funding was requested and approved by the Board for the development and integration of an RSD application and RSD Report. This includes review and assimilation of the safety plan providing recommendations based on the requirements as defined in 49 CFR Part 236.1015; serving as the central repository for the monthly FRA report generation; managing the source data and report deliverables (Content Hosting) and providing engineering support on an as-needed basis. These tasks are all ongoing.

In August 2018, it was determined that in addition to the above tasks approved in March, it will be necessary to add two more tasks to supplement Metro-North forces and support the aggressive deployment of PTC across Metro-North territory. DTB will be responsible for establishing two teams consisting of Network, Radio Frequency and Electro-Mechanical Engineers to perform setup and verification of PTC Radio Cases. The tasks listed below are above and beyond the scope of the previously approved modification by the Board in March. The specific tasks are as follows:

- (1) Provide equipment and personnel to perform configuration, setup and verification of PTC Radio Cases.
- (2) Provide Outsourced Engineering support for the Base Communications Equipment for one year.

Metro-North is in the process of developing a schedule for deploying PTC beyond the initial pilot segment (Tarrytown to Croton-Harmon on the Hudson Line). Failure to secure these additional resources from DTB will necessarily delay the implementation of PTC once the RSD period concludes and Metro-North receives FRA authorization to extend full PTC across the remainder of its territory. MNR will initially develop with DTB two tiger teams to address the setup and verification of the PTC radio cases. Additional DTB technical staff (6-8 Engineers) will be used for the configuration, testing and commissioning at each site. Once efficiencies have been achieved in the commissioning process, additional teams will be dispatched to reduce the commissioning period as the FRA authorizes the approximately 90 remaining control points.

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. In addition, DTB is the only company available in the Northeast region, and the only qualified company with available resources to

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

immediately support this vital effort. Further, DTB has become an integral part of the MNR team whose knowledge
Page 2 of 2
of the current program provides an immediate benefit in the accomplishment of these two new tasks.

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. The total not-to-exceed amount of \$2,412,000 is to be funded by the 2015-2019 MNR Capital Budget.

Staff Summary

Item Number C					
Dept. & Dept. Head Name: Procurement & Material Management, Al Muir, Sr. Director					
Division & Division Head Name: Executive Vice President, Susan Doering					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	MNR Comm. Mtg.	9-24-18	x		
2	MTA Board Mtg.	9-26-18	x		
Internal Approvals					
Order	Approval	Order	Approval		
X	President	X	V.P. & General Counsel		
X	Sr. Vice President				
X	V.P. Finance & IT				
X	V.P. Capital				

SUMMARY INFORMATION	
Vendor Name Skanska-ECCO III Joint Venture	Contract Number 81933
Description Design/Build Harmon Yard Shop Improvements Phase V Stage 2	
Total Amount \$367,968,000 (not-to-exceed) Includes option 7 = \$2,875,000	
Contract Term (including Options, if any) 48 Months	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION:

Approval is requested to award a 48-month competitively solicited design-build contract (RFP process; 2 proposals received) in the not-to-exceed amount of \$367,968,000 to Skanska-ECCO III Joint Venture (Skanska-ECCO) for the design and construction of Harmon Phase V, Stage 2 of the complete replacement of Metro-North's Harmon Yard Main Shop including a new Running Repair and Support Shop Building in Croton-Harmon, New York.

In accordance with MTA policy regarding the use of design-build, and to enhance competition and defray proposal costs, this solicitation includes a stipend of \$250,000 to be paid to each unsuccessful proposer whose proposal met a defined standard. Accordingly, permission is also requested to pay a total stipend of \$250,000 to Hi-Rail Constructors Joint Venture (Hi-Rail).

II. DISCUSSION:

Harmon Yard is, and remains, the center of Metro-North's fleet maintenance activities. The current Main Shop was built in 1909, expanded in 1928 and remains in use over 100 years later. In the Harmon Phase V Stage 1 project, half of the Main Shop was demolished and replaced with a new facility. During that project, the remaining half of the original Main Shop was sealed off and continued to operate as an active facility. This Harmon Phase V Stage 2 project will complete the demolition of the original structure and replace it with a new shop that is integrally connected to the Stage 1 building. Stage 1 is scheduled to be substantially completed in November 2018, with Stage 2 projected to begin immediately following. This project is the final stage of Metro-North's multi-phase Harmon Shop Replacement project.

The major elements of the Design-Build Harmon Yard Shop Improvements Phase V Stage 2 include:

- The complete demolition of the remaining portion of the Main Shop and the attached Building 5.
- Construction of a new Running Repair and Support Shop Facility along with all required site and track work.

The new Running Repair and Support Shop will include a ground floor with ten Electric Multiple Units (EMU) married pair vehicle repair positions, and a partial second floor, which includes component repair workshops and multiple office areas. The structure will be constructed adjacent to the Consist Shop constructed in Harmon Phase V Stage 1. Once complete, the Stage 1 and Stage 2 projects will form a single unified structure.

In February 2017, Metro-North received Board approval to use the Request for Proposal (RFP) process. For this Harmon Phase V Stage 2 project, it was decided to use a two-phase selection process. In Phase 1, the design-build teams submitted their qualifications. Metro-North reviewed the proposers and then short-listed for the next round. In Phase 2, the remaining proposers submitted detailed technical proposals, including cost. The proposers were then invited for presentations and further negotiations from which the final selection was made.

In accordance with MTA Procurement Guidelines, a RFP dated June 8, 2017 was prepared and advertised in the New York State Contract Reporter, New York Post, El Dario, Daily Challenge and posted on the Metro-North website.

The criteria for selection established in the RFP for Phase 1 was as follows:

1. Past experience on similar projects
2. Confidence level, commitment of relevant resources to the project including the qualifications and experience of key personnel, team qualifications and reliability to perform the services including subcontractor services and Proposer's demonstrated capability and financial resources to perform the work in the time projected
3. Demonstrated understanding of the Work Scope requirements, including but not limited to the quality and completeness of the Work Plan and any required submissions
4. Proposed staging plan and effective use of Railroad support personnel
5. Diversity practices of each Proposer

Twenty-two firms were provided the RFP and on August 3, 2017, two proposals were received from design-build firms. Nine "no bid" response forms were received stating that they were either unable to meet the RFP requirements or were incapable of completing such a large sized Design Build project.

The Selection Committee was comprised of members representing MNR's Procurement and Material Management, Capital Engineering, Transportation, and Maintenance of Equipment departments. The Committee met to evaluate the two proposals received from Hi-Rail Constructors Joint Venture (Hi-Rail) and Skanska-ECCO III Joint Venture (Skanska-ECCO) in accordance with the above criteria and found both proposers met the qualifications and short-listed both to participate in Phase 2 of the selection process.

The selection criteria established in the RFP for Phase 2 was as follows:

1. Cost
2. Confidence Level
3. Demonstrated Understanding of the Work Scope
4. Quality & Innovativeness of Design
5. Proposed Staging Plan and Schedule

The Phase 2 technical proposals, which included cost, were received on March 9, 2018. Skanska-ECCO's proposal was in the amount of \$396,600,000 and Hi-Rail's proposal was in the amount of \$390,400,000. The cost proposals included the following eight options identified in the contract documents:

Staff Summary

1. Blow-Shed Building
2. Coach Shop Elevator & Roof Access
3. 2nd Floor General Office Space Buildout
4. Running Repair & Support Shop Workshop Space Buildout
5. Design & Construct Building Columns Between Shop Tracks 45 & 46
6. Design & Construct additional Office space between Column lines F, H
7. Furnish and Install office work stations and furniture
8. Proposed Cost-Saving Alternatives

After reviewing the proposal packages, the Committee invited both firms in for oral presentations. Following oral presentations conducted on April 10 and 16, the Selection Committee deemed both teams to be technically competent, capable, and compliant with the contract terms and conditions.

On April 25 and 27 technical meetings were held with Metro-North and the proposers. The purpose of these discussions was to discuss the scope of work, clarify items identified in the technical proposals and presentations, and discuss Contractor proposed cost saving measures.

On May 10, 2018, Best-and-Final-Offer (BAFO) instructions were issued to the teams. On May 23, 2018, Skanska-ECCO submitted a BAFO in the amount of \$378,760,000 and Hi-Rail submitted a BAFO in the amount of \$393,810,000. The prices included all options and cost saving measures.

The Selection Committee met on June 8, 2018 to discuss the technical proposals, oral presentations, and BAFO and unanimously recommended the contract be awarded to Skanska-ECCO based upon the Phase 2 selection criteria. Skanska-ECCO not only offered the lowest proposal price but proposed viable design alternatives and construction concepts that were deemed to be well engineered, time/labor efficient, and compliant with the intent of the preliminary design. The Skanska-ECCO proposal was deemed to be the best value for MNR. Metro-North has a high confidence level in Skanska-ECCO's ability to perform given their past experience with building maintenance facilities in rail yards, including the design-build of the Harmon Phase V Stage 1. Hi-Rail's proposal did not include the same level of innovation of design, particularly with cost saving measures, as Skanska-ECCO's did.

Metro-North held further discussions with Skanska-ECCO to discuss which options and cost saving measures would be included in the award. These discussions resulted in a final negotiated price of \$365,093,000. The final agreed upon not-to-exceed amount reflects the election of several options including the acceptance of a credit of \$4,890,000 for cost saving measures proposed by the Skanska-ECCO team. MNR is reserving its right to elect option 7 to procure and install work stations and furniture within two years of the award date. The value of this option is \$2,875,000. MNR will reevaluate this option in the future to determine if this work should be competitively solicited. The total contract amount for approval, including option 7, is \$367,968,000. The final cost is 2% below the in-house estimate and deemed to be fair and reasonable.

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

III. D/M/WBE INFORMATION:

The MTA Department of Diversity and Civil Rights (DDCR) established 15% MBE and a 15% WBE goals for this project. The contract will not be awarded until DDCR requirements have been satisfied.

IV. IMPACT ON FUNDING:

Board approval is requested in the not-to-exceed amount of \$367,968,000 which includes option 7 in the amount of \$2,875,000. A stipend of \$250,000 will be paid to Hi-Rail Constructors Joint Venture (Hi-Rail).

This procurement is to be funded 100% by the 2015-2019 MNR Capital Program.
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V. ALTERNATIVES:

MNR does not have the expertise and capability to perform the required design and construction services as specified.



Item Numbers 2 - 33					
Dept & Dept Head Name: Various					
Division & Division Head Name:					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	LIRR Committee	9/24/18	X		
2	Board	9/26/18	X		
Internal Approvals					
Order	Approval	Order	Approval		
2	Vice President & Chief Financial Officer <i>AR</i>	4	President <i>jm</i>		
1	Vice President & Chief Procurement Officer <i>ONE</i>	3	Executive Vice President & General Counsel <i>SS</i>		

SUMMARY INFORMATION	
Vendor Name Various	Contract Number PS865 -1 through PS865-32
Description Professional and Technical Staffing and Services on an As-Needed Basis (Non-Federal)	
Total Amount Aggregate Not-To-Exceed \$35,000,000 (MTACC \$15,000,000, LIRR \$10,000,000 MNR \$10,000,000)	
Contract Term Three Years With a Two-Year Option	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE/RECOMMENDATION

Pursuant to Article X of the MTA All-Agency Service Contract Procurement Guidelines, MTA Capital Construction ("MTACC") is seeking Board approval on behalf of itself, Long Island Rail Road ("LIRR") and Metro North Railroad ("MNR") to enter into competitively solicited zero dollar based personal service contracts with the following thirty-two (32) firms to provide professional staffing and services on an as-needed basis:

A.G Consulting Engineers
Aptim Engineering of New York
Arcadis of New York Inc.
Armand Corporation
Atlantic Partners
CARIAN Group
DBI Projects, LLC
Di Domenico + Partners
Entech Engineering, PC
Faithful+Gould
FS Consulting

Info Tran Engineers, P.C.
Infojini, Inc.
Infosys International, Inc.
K.S. Engineers, P.C.
L. J. Gonzer Associate
Lancesoft, Inc.
MCSS, Inc.
Mott MacDonald NY, Inc.
NDTR
NovaLink Solutions, LLC
Penda Aiken, Inc.

PMA Consultants
Popli Design Group
Rotator Staffing
SI Engineering
SJH Engineering, P.C.
Software People, Inc.
Tectonic Engineering
Tempositions, Inc.
Toscano Clements Taylor
Ty Lin International

We also request Board approval to permit the other MTA agencies to ride these contracts.

The term of these contracts is three years with two one-year options that may be exercised by the respective agencies in their sole discretion.

II. DISCUSSION

This procurement will provide MTACC, LIRR, and MNR with a pool of consultants to provide professional staffing and services to support the planning and management of non-Federally funded Projects. A similar procurement was approved in January 2018 to provide these same services for Federally funded Projects. As each agency identifies specific needs, it will issue a request for proposals to those selected consultants that have the resources to meet those needs. The agency will then issue a task order containing a detailed scope of work and expected deliverables to the consultant whose proposal will provide best value. These contracts will be issued as zero-dollar base contracts and do not obligate the MTA to commit to the payment of a minimum dollar amount to any of the consultants. Task Orders will be written against these zero-dollar based contracts on an as needed basis.

III. PROCUREMENT PROCESS

The Request for Proposal (RFP) was advertised in The New York Post, The New York State Contract Reporter and Minority Commerce Weekly. Fifty-five (55) firms requested a copy of the RFP and proposals were received from thirty-four (34) firms. A selection committee evaluated the proposals based on the following criteria as outlined in the RFP documents and listed in the order of relative importance:

1. Knowledge and experience
2. Technical qualifications
3. Demonstrated ability to obtain qualified professional staff
4. Past performance on MTA or other contracts
5. Management Approach
6. Recruitment methods and retainage of personnel
7. Other relevant matters
8. Quality of written proposals

The selection committee determined that all the proposers possess the capacity, understanding, experience and commitment to provide some of the required staffing or services and recommended that the agencies be authorized to enter into contracts with the 32 listed firms.

Full responsibility vetting is currently in process for all thirty-four (34) firms. No firm with significant adverse information pursuant to the All-Agency Responsibility Guidelines will be awarded a Contract unless they are found to be responsible notwithstanding the significant adverse information and such finding is approved by the MTA Managing Director in consultation with the MTA General Counsel.

IV. M/WBE and SDVOB

The Department of Diversity and Civil Rights reviewed the requirements of the Contract and after undertaking a thorough analysis established a goal 15% MBE/15%WBE/6% SDVOB goals for this contract based on the nature of the work and the availability of Minority/Women Business Enterprises and Service Disabled Veteran Owned Business capable of performing the work. All 32 Proposers have pledged to meet the goals.

V. IMPACT ON FUNDING

The maximum total aggregate value for this procurement is \$35,000,000 which consists of \$15,000,000 for MTACC, \$10,000,000 for MNR and \$10,000,000 for LIRR. These values are based upon current projections and are being used for budgeting purposes only. As noted above, these contracts will be issued as zero-dollar based contracts and do not obligate the MTA to commit to the payment of a minimum dollar amount to any of the consultants. Task Orders will be written against these zero-dollar based contracts on an as needed basis.

VI. ALTERNATIVES

The alternative would be to perform these services in-house, but these services will be utilized when the Agencies do not have the in-house resources available.

Item Number 34

Page 1 of 2

Vendor Name (& Location)	
Ankura Consulting Group, LLC	
Description	
Independent Compliance Monitoring	
Contract Term (including Options, if any)	
Four Years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name:	
Operations/Zoe Davidson	

Contract Number	AWO/Modification #
PS862 Series	1
Original Amount:	
	\$ 5,000,000 (Aggregate)
Prior Modifications:	
	\$ -0-
Prior Budgetary Increases:	
	\$ -0-
Current Amount:	
	\$ 944,000
This Request	
	\$ 944,000
% of This Request to Current Amount:	
	18%
% of Modifications (including This Request) to Original Amount:	
	18%

Discussion:

This Contract is to monitor the various MTACC project's activities in the areas of; compliance with Disadvantaged/Minority/Women owned Business Enterprise ("DMWBE") requirements; timely payments to subcontractors and suppliers; and payment of prevailing wages to workers and other areas relating to business integrity. In addition, the Monitor may be requested to perform additional special projects, reviews or investigations. In accordance with Article XI of the MTA All-Agency Service Contract Procurement Guidelines, MTACC requests that the Board approve a modification to the Contract to perform a benchmarking study of construction costs for transit expansion projects throughout the country and internationally.

As part of the Board-Staff Cost Containment Working Group, MTA seeks to improve efficiency and make aggressive changes to contain cost and schedule overruns on its capital projects. To achieve this, MTA needs to develop a deeper understanding of the costs and schedule performance indicators on its projects -- how costs and schedule durations vary between projects and why, and then compare that data to other large transit projects locally, nationally and internationally.

Gross comparisons of MTA projects have been published from time to time at the level of costs per track mile or station. However, these studies typically lack the appropriate level of detail and technical rigor necessary to be useful in identifying the critical factors that produce differences in project performance. True "apples-to-apples" data is badly needed for accurate and meaningful comparisons to be made. MTA seeks to retain a consultant with strong auditing and forensic accounting experience to perform a meaningful study that breaks down costs, and calibrates comparisons, to achieve meaningful comparative data for transit expansion projects nationally and internationally. The study will also examine and discuss differences within both the construction and labor market in which each project has been constructed and how this has impacted total cost and schedule. Finally, the study will create benchmarks that can be used internally to measure MTA performance on future projects, as well as provide meaningful comparative data on MTA performance relative to other construction agencies and authorities locally and around the world.

Because this study must break down costs, and calibrate comparisons, to achieve meaningful comparative data, MTA was required to find companies with forensic analysis and accounting skills and significant experience in large construction projects. MTA determined that the Consultants on the PS862 contract series (Ankura Consulting Group, LLC, Exiger, LLC and K2 Intelligence, LLC) all possess the necessary skills set and resources to perform this work, and requested proposals from all

three. After receipt and review of all three proposals, it was determined Ankura Consulting Group, LLC ("Ankura") was the best technically qualified.

MTACC's estimate for this work was amount of \$1,171,693. Negotiations were held, and the parties agreed to a cost of \$944,000 which is deemed to be fair and reasonable.

In connection with the review of Ankura Consulting Group LLC's responsibility pursuant to the All-Agency Responsibility Guidelines, no Significant Adverse Information exists and Ankura has been found to be responsible.

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Schedule G: Miscellaneous Service Contracts



Item Number: 2

Vendor Name (Location) New York City Economic Development Corporation (New York, New York)
Description Temporary Ferry Service for Canarsie Tunnel Reconstruction
Contract Term (including Options, if any) October 1, 2018 through August 31, 2020
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Negotiation

Contract Number P36437EDC	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Amount: \$21,944,091 (Est.)	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept./Div., Dept./Div. Head Name: Peter Cafiero, Division of Operations Planning Darryl C. Irick, Department of Buses	

Discussion

This contract is to provide temporary ferry service between Brooklyn and Manhattan during the Canarsie tunnel reconstruction. The prime contract provides for management of the temporary ferry service by New York City Economic Development Corporation ("NYCEDC¹"). The service will be provided via a ferry service operator subcontract to be competitively awarded in the estimated amount of \$21,010,057. For management of the temporary ferry service, NYCEDC will be compensated for its expenses, estimated at \$934,034 (approximately 4 percent of the total contract price of \$21,944,091).

The alternative service plan for the Canarsie tunnel closure that will affect the L train starting in April 2019 provides for temporary ferry service between North Williamsburg in Brooklyn and Stuyvesant Cove in Manhattan (North 6th Street in Brooklyn to East 20th Street in Manhattan). Under this contract, NYCEDC will provide the temporary ferry service through a competitively awarded subcontract with Port Imperial Ferry Corp d/b/a NY Waterway ("NY Waterway"). NY Waterway was selected via a competitive RFP conducted by NYCEDC in coordination with NYC Transit.

Maritime operations on the East River are not part of NYC Transit's core subway/bus competencies. NYCEDC, in contrast, currently manages six ferry routes within New York City under the logo of the NYC Ferry service. NYCEDC also controls and manages the Stuyvesant Cove landing in Manhattan that will be used to provide the temporary ferry service, as well as the site where buses will pick up and discharge passengers at Stuyvesant Cove. Moreover, the safe and seamless operation of the temporary ferry service alongside NYCEDC's existing NYC Ferry service, which also utilizes the Stuyvesant Cove landing, is most efficiently accomplished through common management of both services by NYCEDC. Accordingly, NYC Transit engaged with NYCEDC to conduct a competitive RFP for a ferry operator to provide the temporary service and to manage the resulting contract for ferry service.

Since this contract is funded by the Federal Transit Administration ("FTA"), MTA obtained permission from the FTA to enter into a noncompetitive contract with NYCEDC. NYC Transit's contract with NYCEDC and NYCEDC's contract with NY Waterway both comply with applicable FTA requirements. NYCEDC will seek approval from its own Board on September 28, 2018, for award of the ferry operator contract and this contract with NYCEDC. Award of this contract to NYCEDC is contingent on those approvals.

Under the contracts, NY Waterway will provide approximately 15 months of temporary ferry service and will construct a temporary landing at the North Williamsburg site in Brooklyn adjacent to the existing NYC Ferry landing. The ferry operator contract requires NY Waterway to remove the landing at the end of the project and restore the site to its original condition. The contract includes pricing in the event that the number of ferry trips must be increased or decreased, and includes optional pricing for additional months, if necessary.

¹ NYCEDC is a not-for-profit corporation that operates ferry service and performs a number of other functions on behalf of the City of New York.

The temporary ferry service will operate every 7½ minutes during peak, every 10 minutes during off-peak, and every 15 minutes during early morning and late-night hours. Ferry service will coordinate with the temporary M14 Select Bus Service that NYC Transit will provide on the 14th Street corridor during the tunnel closure.

NYCEDC issued a competitive RFP to select a ferry operator in April 2018 and received three proposals in June 2018. In accordance with NYCEDC's procurement process, the Selection Committee, which included a representative from NYC Transit, reviewed the proposals, conducted in-person interviews with the three proposers, and selected NY Waterway for negotiations. NY Waterway was unanimously selected because it had the highest overall technical ranking and the lowest price. Negotiations with NY Waterway were completed in early September 2018.

NYCEDC's proposed management fee in the amount of \$934,034 will compensate NYCEDC for staff time required for managing the temporary ferry service and additional maintenance activities such as garbage removal and additional landing inspections. NYC Transit performed a cost analysis of NYCEDC's proposed fee which was found to be fair and reasonable. The price of \$21,010,057 for the subcontract with NY Waterway includes the actual ferry service, construction of the temporary landing, and removal of the landing at the end of the service. The overall price of \$21,944,091 for the temporary ferry service has been found to be fair and reasonable based on the competitive nature of the RFP and the aforementioned cost analysis.

An Immediate Operating Need ("ION") was declared to expedite award of this contract. The ION was necessary to allow award of this contract to coincide with NYCEDC's award of the ferry operator contract and allow for the necessary lead time to complete design of the temporary landing at North Williamsburg, order the needed materials, obtain the necessary permits, and construct the landing prior to the end of February 2019. It is anticipated that construction permits will contain a moratorium on in-water work at this site between March and June 2019 requiring this work to be completed by February. NYCEDC's contract with NY Waterway, and NYC Transit's contract with NYCEDC must both be awarded by the first week of October 2018. This contract will not be subject to prior approval by the Office of the New York State Comptroller since an ION has been invoked to expedite award of NYC Transit's contract with NYCEDC to ensure that the temporary ferry service is available to coincide with the closure of the Canarsie tunnel.

Funding for this contract is available under the Sandy Canarsie Tunnel project.

Staff Summary

Item Number 1–2			
Department, Department Head Name SVP Procurement & Supply Chain, Stephen M. Plochochi			
Internal Approvals			
Order	Approval	Order	Approval
1	Materiel	6	President, MTABC
2 X	Law, MTABC	7	SVP OPS, NYCT
3 X	Law, NYCT	8	President, NYCT
4 X	CFO		
5	EVP, MTABC		

SUMMARY INFORMATION	
Vendor Name RFP Authorizing Resolution	Contract Nos. B-40665 B-40668
Description Purchase of 50 over-the-road express diesel buses for NYC Transit and purchase of 257 over-the-road express diesel buses for MTA Bus Company	
Total Amount TBD	
Contract Term (including Options, if any) TBD	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

Purpose

To request that the Board declare competitive bidding impractical or inappropriate for the procurement of over-the-road express diesel (“OTR”) buses for NYC Transit and MTA Bus Company (“MTABC”) and that it is in the public interest to issue a competitive Request for Proposals (“RFP”) pursuant to New York State Public Authorities Law, Section 1209, subdivision 9(g) for NYC Transit and New York State Public Authorities Law, Section 1265-a, subdivision 4(g) for MTABC.

Discussion

The Public Authorities Law, Section 1209, Subdivision 9(g) and Section 1265-a, subdivision 4(g) permits NYC Transit and MTABC, respectively, to use the competitive RFP process in lieu of competitive bidding to award contracts based on a formal evaluation of characteristics such as quality, delivery, and cost against stated selection criteria. NYC Transit is desirous of utilizing such a procedure with respect to the procurement of 50 OTR buses, and MTABC is desirous of utilizing such a procedure with respect to the procurement of 257 OTR buses.

NYC Transit will conduct the procurement of these OTR buses on behalf of itself and MTABC. Utilizing the RFP process will allow NYC Transit to select the proposal(s) that offer the best overall value through negotiations and evaluation based on criteria that reflect the critical needs of each agency. Upon completion of the RFP process, NYC Transit will obtain Board approval for the actual contract awards.

NYC Transit will utilize different selection criteria for each contract based on the funding source. The main difference between the two is that the locally funded contract for 50 OTR buses will include a preference for New York State Content; this criterion cannot be included in the federally funded contract for 257 OTR buses as the Federal Transit Administration strictly prohibits the use of geographic preference in the selection process.

By utilizing the RFP process for the locally funded 50 OTR buses, NYC Transit will be able to (1) weigh factors such as overall project price, overall quality of proposer and product including delivery and NYS Content; (2) negotiate specific contract terms, such as warranty and payment terms; (3) negotiate technical matters as deemed appropriate; and (4) include any other factors that NYC Transit deems relevant to its operation.

By utilizing the RFP process for the federally funded 257 OTR buses, NYC Transit, on behalf of MTABC, will be able to (1) weigh factors such as overall project price, and overall quality of proposer and product including delivery; (2) negotiate specific contract terms, such as warranty and payment terms; (3) negotiate technical matters as deemed appropriate; (4) include any other factors that MTABC deems relevant to its operation; and (5) potentially split the award in such a manner as deemed to be in the public interest provided that the terms and conditions offered by the proposers are commercially reasonable and the proposers' Best and Final Offers ("BAFOs") are deemed to be within a reasonable competitive range. NYC Transit reserves the right to award the entire contract to a single proposer if there are substantial differences between the BAFOs received.

These OTR buses will replace aging buses that have reached the end of their 12-year useful life; the 50 OTR buses for NYC Transit will be operated out of depots on Staten Island; the 257 OTR buses for MTABC will be operated out of MTABC depots in the Bronx, Queens, and Yonkers.

All of these OTR buses will be outfitted with new features including improved driver visibility, pedestrian turn warning, Wi-Fi, USB charging ports, automatic passenger counters, digital information screens, and new branding.

Alternative

Issue competitive Invitations for Bid. Not recommended given the complexity of these procurements and the advantages offered by the RFP process.

Impact on Funding

The procurement of 50 OTR buses is funded under SF02-2453 as part of the approved 2015–2019 Capital Program. It is anticipated that this project will be 100 percent locally funded.

The procurement of 257 OTR buses is funded under U7030202/SF02-2709 as part of the approved 2015–2019 Capital Program. It is anticipated that this project will be 80 percent federally funded and 20 percent locally funded.

Recommendation

That the Board declare competitive bidding impractical or inappropriate for the procurement of OTR buses for NYC Transit and MTABC and that it is in the public interest to issue a competitive RFP pursuant to New York State Public Authorities Law, Section 1209, subdivision 9(g) for NYC Transit and New York State Public Authorities Law, Section 1265-a, Subdivision 4(g) for MTABC.

Staff Summary

Item Number 3			
Department, Department Head Name SVP Procurement & Supply Chain, Stephen M. Plochochi			
Internal Approvals			
Order	Approval	Order	Approval
1	Materiel	6	SVP OPS
2 X	Law	7	President
3 X	CFO		
4 X	Subways		
5 X	CPM		

SUMMARY INFORMATION	
Vendor Name RFP Authorizing Resolution	Contract No. P-36490
Description Design and Construction of approximately 12 substations and five circuit breaker houses for the CBTC Traction Power Upgrade Program	
Total Amount TBD	
Contract Term (including Options, if any) TBD	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Purpose

To request that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate for the award of contracts under the Communications-Based Train Control (“CBTC”) Traction Power Upgrade Program, and that, pursuant to New York State Public Authorities Law, Section 1209, Subdivision 9(f), it is in the public’s interest to authorize NYC Transit to issue competitive Requests for Proposals (“RFPs”) in lieu of sealed competitive bids for some or all contracts for the construction or upgrade of approximately 12 Substations and five Circuit Breaker Houses (“CBHs”) under the CBTC Traction Power Upgrade Program. This program will be managed by NYC Transit’s Department of Capital Program Management.

Discussion

NYC Transit is pursuing a more streamlined design and construction approach for certain types of capital projects, as well as alternate project delivery and procurement methods in order to deliver projects faster and more efficiently, while achieving best value benefits.

The CBTC Traction Power Upgrade program is to support the Fast Forward Plan initiative for delivering the state-of-the-art CBTC. The Traction Power Upgrade Program will enable NYC Transit to increase train throughput per hour on subway lines that are controlled by CBTC. The program includes the construction or upgrade of approximately 12 substations and five CBHs located in the boroughs of Manhattan, Brooklyn, Bronx, and Queens, and has a goal of awarding multiple contract packages. The types work will include architectural (building layout for the substation and CBH), structural (foundation and support), electrical (transformers and rectifiers, DC and AC power), supervisory control and data acquisition (power zone control), fiber-optic (network system), utility (underground utilities, duct bank), mechanical (ventilation), communications (telephone and fire detection), environmental, and instrumentation and controls. In order to achieve this accelerated schedule, NYC Transit recommends utilizing the RFP process for all of the contract packages in order to evaluate factors other than cost.

NYC Transit is in the process of obtaining a facilitator to develop RFP documents for procurement of the design-build contracts, construction schedule, cost estimates, constructability analysis, environmental documentation, and support for community outreach.

Pursuant to the two-step RFP selection process, the most qualified design-build proposers will be identified in Step 1 and selected to participate in multiple RFPs under Step 2. Under the design-build method, the pool of selected proposers will receive an RFP including conceptual design documents, Project Requirements and Design Criteria, and the proposed contract terms. Prospective firms will propose their design and construction approach and will be encouraged to provide alternate proposals with emphasis on minimizing service outages and accelerating the construction schedule. In accordance with MTA policy regarding the use of design-build, it is NYC Transit's intent to pay a stipend to proposers that are not selected, yet provided proposals that are responsive to the RFP requirements. This will be done to enhance competition and defray proposal costs.

While cost remains an important selection criterion, given the complex and schedule driven nature of these projects, it is in the best interest of NYC Transit to be able to consider technical factors such as design and construction approach, technical ability, performance record, proposed schedule improvements, and other relevant matters to determine which proposal offers the best overall value. In addition, the RFP process will allow NYC Transit greater flexibility (than a low-bid process) to negotiate alternative approaches to the work, incentives for early completion, as well as contract terms and conditions, which could potentially shorten the project duration.

NYC Transit anticipates that the work to be performed across all new substations and CBHs, and upgrade of substations will be substantially similar. Taking into consideration the associated schedule constraints, proposers qualified under Step 1 will be invited to propose on subsequent RFP packages, which may also include opportunities for the evaluation of revised proposer teams.

Alternatives

The use of the sealed-bid process, in which factors other than cost cannot be comparatively considered, is not recommended as it does not provide a means to negotiate an accelerated schedule; evaluate design and construction approach, and technical matters; negotiate alternate proposals; or consider creative solutions.

Impact on Funding

This action has no immediate impact on funding. Funding to begin design for these projects will be provided from the 2015–2019 Design Reserve. Funding for construction will be identified at a later date either through a revision of the 2015–2019 Capital Program in support of the advancement of the Fast Forward Plan and/or through the next 2020–2024 Capital Program.

Recommendation

That the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate, and that, pursuant to New York State Public Authorities Law, Section 1209, Subdivision 9(f), it is in the public's interest to issue competitive RFPs for the CBTC Traction Power Upgrade Program.

Staff Summary

Item Number 4			
Department, Department Head Name: SVP Procurement & Supply Chain, Stephen M. Plochochi			
Internal Approvals			
Order	Approval	Order	Approval
1	Materiel	6	SVP OPS
2 X	Law	7	President
3 X	CFO		
4 X	DDCR		
5 X	Buses		

SUMMARY INFORMATION	
Vendor Name StrataGen Systems, Inc.	Contract No. W-32564
Description Real-Time Scheduling and Computer-Aided Dispatch, and Automatic Vehicle Location Monitoring Systems for Paratransit	
Total Amount: \$49,697,080 (Est.)	
RTS/CAD System: \$24,629,930 AVLM System: \$25,067,150	
Contract Term (including Options, if any) RTS/CAD: October 1, 2018–March 31, 2028 (114 months) AVLM: October 1, 2018–June 30, 2028 (117 months)	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Immediate Operating Need	
Funding Source <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Purpose

It is requested that the Board approve the award of contract W-32546 to StrataGen Systems, Inc. (“StrataGen”), in the estimated amount of \$49,697,080 for a Real-Time Scheduling and Computer-Aided Dispatch (“RTS/CAD”) system and an Automatic Vehicle Location Monitoring (“AVLM”) system for Paratransit Access-A-Ride (“AAR”) operations.

Discussion

Presently, Paratransit uses its existing scheduling system for booking paratransit trips for eligible customers, in advance of a trip request or for same-day requests. It batches trips and produces daily manifests for scheduling and dispatching trips. The existing scheduling system interfaces with the existing AVLM system, which utilizes technologies including GPS, and Mobile Data Terminals (“MDTs”) on board dedicated Primary Carrier vehicles to remotely monitor vehicle location and feed this information to the scheduling system to provide dispatching information for Paratransit’s Command Center personnel. Paratransit has utilized StrataGen’s scheduling system since 2002, which has been adapted over the years to accommodate the current scheduling requirement of 25,000 trips per day or greater. Paratransit’s current AVLM system is a product of INIT Innovations in Transportation (“INIT”), and was purchased in 2005. These systems have been adapted to communicate and share information, facilitate trip scheduling, and provide vehicle location information to support Paratransit operations. However, the trip scheduling and AVLM systems currently used by Paratransit need to be replaced as they are out-of-date and lack the flexibility and key functionality necessary to address on-street issues encountered on the day of service. As traffic congestion increases, replacing Paratransit’s outdated technology systems, which cannot take advantage of current technological advancements, is necessary to deliver critical service improvements promised to Paratransit customers.

Unlike the existing system (which does not continuously update trip schedules), the new RTS/CAD system will continuously update (or optimize) trip schedules and routes based on real-time traffic conditions, changes in service demand, last-minute destination changes, and other events throughout the day of service. As such, the new system will help to improve on-time performance by proactively detecting potential delays, re-routing trips to avoid traffic congestion, and reassigning or rescheduling trips to the best route when problematic conditions delay a vehicle. The new AVLM system will include the latest MDT technology and will provide vehicle speed, location and direction to the RTS/CAD where it will be interpreted along with real-time traffic condition information to optimize the trip schedule.

The procurement was structured to allow for the award of one contract to a single contractor providing both systems, or two separate contracts to two different contractors (one providing the RTS/CAD system and the other providing the AVL system). Proposals were evaluated to determine the advantages of having a single contractor award versus a dual contractor award including the proposer's approach to system software interfaces with respective systems.

Procurement conducted a Request for Information ("RFI") in February 2017, from which 15 potential contractors were identified. An Authorizing Resolution was approved by the July 2017 Board to procure both new systems via the competitive Request for Proposal ("RFP") process. The RFP was released to qualified proposers identified through the RFI process.

On January 8, 2018, nine proposers responded to the RFP. The Selection Committee ("SC") evaluated the proposals in accordance with the evaluation criteria covering Overall Technical Qualifications, Overall Price, and Other Relevant Matters. Following the SC's review, three proposers were eliminated, as these proposers did not have the necessary experience related to projects of similar magnitude and complexity and/or were unable to fulfill the technical requirements. The remaining six proposers were invited for oral presentations. After oral presentations, three proposers were eliminated as the SC determined that these proposers lacked experience and were unable to fulfill the technical requirements.

Three proposers were invited to negotiations including StrataGen, proposing on both the RTS/CAD and the AVL system; Waye LLC ("Waye"), proposing on the RTS/CAD system only; and INIT, proposing on the AVL system only. The SC considered StrataGen's proposed RTS/CAD solution to be technically superior as compared to Waye's, and StrataGen's combined RTS/CAD and AVL system solution to be technically superior to the utilization of StrataGen's RTS/CAD with INIT's AVL system. While INIT offered a strong product, the combined StrataGen RTS/CAD and AVL system solution was evaluated as providing better system functionality due to the systems' cohesive integration. After further evaluation, Waye was eliminated from further consideration because its pricing was substantially outside of the competitive range without providing full system functionality, and the company was unable to satisfy the financial qualification requirements. Negotiations continued with StrataGen for the RTS/CAD system, and with both StrataGen and INIT for the AVL system. Negotiations focused on exceptions, deviations, and clarifications to the technical specifications and the terms and conditions; on-board vehicle equipment hardware used for the AVL system; various system combinations proposed, project schedule, and pricing. Negotiations with StrataGen also covered pricing for maintenance for the continuation of the Interactive Voice Response ("IVR") system and a database module, systems previously provided by StrataGen that will remain in use. At the conclusion of negotiations, Best and Final Offers ("BAFOs") were received from both StrataGen and INIT.

The SC reviewed the BAFOs and unanimously recommended for award, StrataGen's combined RTS/CAD and AVL systems solution as it was technically superior to the utilization of StrataGen's RTS/CAD with INIT's AVL system. The direct communication from StrataGen's combined system solution provides drivers with better navigation and communication, and maintains the integrity of route decisions made from the RTS/CAD system or manually from the Paratransit Command Center. This direct communication functionality would not be readily available if INIT's AVL solution was chosen. The SC also recommended MDT's as the best value for the on-board vehicle equipment hardware as opposed to tablet PCs, as the tablet solution was too expensive. In addition, StrataGen's project schedule was better than INIT's, achieving full system acceptance of the AVL system four months sooner than INIT's schedule. The pricing of StrataGen's RTS/CAD (base \$24,629,930 + option \$13,688,279) and StrataGen's AVL (base \$25,067,150 + option \$10,716,900) is \$74,102,259 (\$49,697,080 for the base and \$24,405,179 for the option terms). StrataGen's price of \$74,102,259 is approximately 22 percent or \$20,580,591 less than the pricing of StrataGen's RTS/CAD (base \$27,378,748 + option \$13,574,384) with INIT's AVL (base \$35,070,714 + option \$18,659,004) for the base and option terms of \$94,682,850.

Full system acceptance of StrataGen's RTS/CAD and AVL will be delivered in 18 months and 21 months, respectively. The full term of the base contract for RTS/CAD will be a total of 114 months, comprised of the 18 months for full system acceptance, 12 months of warranty and 84 months of maintenance. The full term of the base contract for AVL will be a total of 117 months, comprised of the 21 months for full system acceptance, 12 months of warranty and 84 months of maintenance. It should be noted that to achieve the most significant customer service improvement for Paratransit customers and to expedite the use of the system, StrataGen will deliver its Dispatch module within 11 months of award. The Dispatch module will continuously correct potential service disruptions on the day of service through real-time route optimization by reassigning or rescheduling trips to the best route thereby minimizing delays to the customer. Additionally, within 16 months of award, all AVL equipment will be installed on the vehicles providing vehicle speed, location and direction to the RTS/CAD system. The options will provide continued maintenance for the systems. The option terms are 63 months for the RTS/CAD system and 60 months for the AVL system which will allow for coterminous expiration at 177 months (RTS/CAD 114 months base + 63 months option = 177 months, AVL 117 months base + 60 months option = 177 months).

Staff Summary

Board approval is therefore being requested for the award to StrataGen utilizing its combined solution for the base term in the estimated amount of \$49,697,080. Board approval will be sought at a later date to exercise the options.

An Immediate Operating Need (“ION”) for this procurement has been issued to address the importance of obtaining new RTS/CAD and AVL systems and to improve Paratransit customer service. The ION resulted in the ability to make the award approximately six weeks earlier.

Procurement, Paratransit, and NYC Transit’s Cost Price Analysis Unit have determined the final price to be fair and reasonable. The Office of the Controller performed a financial review and found there is reasonable assurance that StrataGen is financially qualified to perform this contract.

M/W/DBE Information

The MTA Department of Diversity and Civil Rights has established 0 percent M/WBE and 0 percent Service-Disabled Veteran-Owned Business (“SDVOB”) goals due to the lack of qualified M/WBE/SDVOB firms capable of providing the services required for this procurement. StrataGen has not been awarded any MTA contracts with goals; therefore, no assessment of the firm’s M/W/DBE/SDVOB performance can be determined at this time.

Impact on Funding

Both operating and capital funds will be utilized for these projects. Funding of \$21,204,280 is available under Project Planning No. SF03-2470 / MTA Project No. T70302015 as part of the approved 2015–2019 Capital Program. Funding of \$28,492,800 for system maintenance is available in the Division of Paratransit’s Operating Budget under RC No. 3042, Function No. 120, with Account No. 709102.

Alternatives

None. These new systems are critical to NYC Transit’s goal to improve customer service and increase efficiencies.

Recommendation

It is recommended that the Board approve the award of a contract to StrataGen in the estimated amount of \$49,697,080 for the new RTS/CAD and AVL Systems for Paratransit AAR operations.

Item Number: 10

Vendor Name (Location) Siemens Mobility, Inc. (New York, New York)	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Contract Number S-87055</td> <td style="width: 30%;">AWO/Modification 1</td> </tr> <tr> <td colspan="2">Original Amount: \$ 0</td> </tr> <tr> <td colspan="2">Prior Modifications: \$ 0</td> </tr> <tr> <td colspan="2">Prior Budgetary Increases: \$ 0</td> </tr> <tr> <td colspan="2">Current Amount: \$ 0</td> </tr> <tr> <td colspan="2">This Request: \$ 120,000,000 (Est.)</td> </tr> <tr> <td colspan="2">% of This Request to Current Amount: N/A</td> </tr> <tr> <td colspan="2">% of Modifications (including This Request) to Original Amount: N/A</td> </tr> </table>	Contract Number S-87055	AWO/Modification 1	Original Amount: \$ 0		Prior Modifications: \$ 0		Prior Budgetary Increases: \$ 0		Current Amount: \$ 0		This Request: \$ 120,000,000 (Est.)		% of This Request to Current Amount: N/A		% of Modifications (including This Request) to Original Amount: N/A	
Contract Number S-87055	AWO/Modification 1																
Original Amount: \$ 0																	
Prior Modifications: \$ 0																	
Prior Budgetary Increases: \$ 0																	
Current Amount: \$ 0																	
This Request: \$ 120,000,000 (Est.)																	
% of This Request to Current Amount: N/A																	
% of Modifications (including This Request) to Original Amount: N/A																	
Description CBTC DCS Long-Term Purchase Agreement																	
Contract Term (including Options, if any) January 7, 2014–January 6, 2039																	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a																	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive																	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification																	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:																	
Requesting Dept./Div., Dept./Div. Head Name: Procurement & Supply Chain, Stephen M. Plochochi																	

Discussion

This modification to the Long-Term Purchase Agreement (“LTA”) for the Supply of Carborne and Wayside Data Communication System (“DCS”) radio equipment will include non-LTA equipment and related design and engineering services to support the installation of DCS for the Communications-Based Train Control (“CBTC”) systems on the R179 and R211 base and option cars (carborne) and wayside equipment for the Culver and 8th Avenue lines. In addition, this approval will be for associated A Division cars and wayside equipment on the Lexington Avenue, Queens Boulevard East, Crosstown, 6th Avenue, and 7th Avenue lines in the estimated amount of \$120,000,000 for five years. The modified contract will also be used for future CBTC needs for DCS equipment with corresponding duration and funding.

As needs arise, release task orders will be issued pursuant to this contract. Each task order will require funding approval prior to award. At present, budget funds are available for DCS wayside equipment for Culver and 8th Avenue, and for the base order of R211 cars and for the R179 cars. Board approval will be sought for any additional amount beyond the request above.

In September 2011, the Board approved the award of a 46-month competitively negotiated contract, S-32748, to the Thales/Siemens Team, a consortium between Thales Transport & Security Inc. (“Thales”) and Siemens Industry, Inc. (“Siemens”) in the amount of \$63,998,000 for the Culver Test Track B Division in the borough of Brooklyn. The core goals of the Culver Test Track project were finalization of NYC Transit’s Interoperability Interface Specifications (“I2S”) and NYC Transit’s Standard CBTC System Design; design, supply, and validation of an Integrated Test Facility (“ITF”), which is a comprehensive CBTC test simulator; development of interoperable CBTC subsystems in accordance with the I2S and NYC Transit’s Standard CBTC System Design; safety certification of the interoperable CBTC system; and verification of the safety certification of the individual CBTC subsystems using the Culver Test Track and the ITF. The deliverables under this contract were necessary to qualify additional CBTC subsystem suppliers to allow NYC Transit the capability to procure CBTC systems competitively from multiple qualified suppliers for future projects. The test track and ITF were completed and are in use for the CBTC program.

In addition to the Culver Test Track, a second requirement was also competed at that time via the same Request for Proposal (“RFP”): to select a standard wayside/carborne Data Communication System (“DCS”), including radio and fiber transponder, and transponder interrogator antenna equipment for the Culver Test Track Project and future CBTC projects. This requirement was included to standardize and to assure interoperability of CBTC equipment, parts availability, and manage obsolescence.

The DCS provides a communication network for continuous communications between the different elements of the CBTC system. This is mainly between the radios along the wayside and the cars. The DCS also provides for communication across the CBTC limits on the line.

In response to the RFP, technical and price proposals were separately submitted by Siemens and Thales for DCS equipment. The Selection Committee, based on the DCS equipment's performance, cost, scalability, installation, and long-term equipment availability in accordance with established evaluation criteria, selected the Siemens' DCS equipment as offering the best value to NYC Transit. Board approval for the establishment of an LTA with Siemens was received as part of the approval to award the Culver Test Track project.

This agreement ensures that DCS carborne and wayside equipment will be available from Siemens for a period of 25 years, and established formulas, based on escalation and quantity discounts, for determining the price of each purchase. The Board approved that future DCS equipment purchases made pursuant to the LTA would be subject to Board approval. The LTA covers equipment such as carborne and wayside radios, transponder units, and power supplies, and does not include ancillary items such as cabinets, external cables, and radio cases, or labor rates for design and engineering services. Pricing for LTA equipment will be based on the agreement price and applicable price adjustment factors; engineering labor rates will be based on other contracts with Siemens that have been previously determined to be fair and reasonable. The balance of any materials representing a small portion of orders will be subject to price verification and negotiation prior to ordering.

In connection with a previous contract awarded to Siemens, Siemens 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 August 2016. No new SAI has been found relating to Siemens and Siemens has been found to be responsible. A Contractor Compliance Program was put in place for Siemens in April 2018.

Schedule D: Ratification of Completed Procurement Actions

Item Number: 2

Vendor Name (Location) Harsco Metro Rail, LLC (Charlotte, North Carolina)		Contract Number R-34252	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Description Purchase of 65 R252 Flatcars		Total Amount: \$40,362,487	
Contract Term (including Options, if any) June 11, 2018–December 22, 2023		Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a		Requesting Dept./Div., Dept./Div. Head Name: Procurement & Supply Chain, Stephen M. Plochochi	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive			
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:			

Purpose

It is requested that the Board ratify the contract award made pursuant to the declaration of an Immediate Operating Need (“ION”) waiving competitive bidding pursuant to Article III, Paragraph A of the All-Agency Procurement Guidelines and New York State Public Authorities Law, Section 1209, subsection 9(a). The ION requested by Department of Subways authorized the Procurement Subdivision to award, on June 11, 2018, Contract 34252 to Harsco Metro Rail, LLC (“Harsco”) for the design, furnish, and delivery of 65 flatcars, and related non-car items, such as spare parts, technical documentation, and training, in the amount of \$40,362,487. The contract includes two options: Option A for 27 flatcars, totaling \$16,028,205, and Option B for 62 flatcars, totaling \$36,788,649, (for a total of an additional 89 flatcars) to be exercised at a later date, for which subsequent Board approval will be sought.

Discussion

A flatcar, which consists of a frame (a steel structure with a deck) mounted on a pair of trucks (a chassis with two axles, each axle having two wheels), is designed to handle and transport track maintenance machinery and other heavy equipment, materials, and supplies throughout the NYC Transit system. Flatcars are used to support work at various NYC Transit jobsite locations and Subway Action Plan operations.

This project is a re-solicitation of a Request for Proposal (“RFP”) originally issued in August 2016 (following the March 2016 Board RFP Authorizing Resolution) for the purchase of 27 refuse flatcars and either 92 flatcars, or 54 flatcars with 38 frames. An extensive outreach to the marketplace was conducted and, as a result, fifteen firms picked up the contract documents. Only three firms submitted proposals. During discussions with the proposers, the Division of Car Equipment (“DCE”) decided to remove the alternate of 54 flatcars with 38 frames from the RFP, and moved forward with 92 new flatcars in order to unify the new fleet and to use readily available, commercially produced trucks. The 27 refuse flatcars remained the same. However, following a review by the Selection Committee (“SC”), it was determined that none of the proposers could adequately demonstrate the engineering capability and/or the financial wherewithal to handle a project of this magnitude. Other firms originally expressing interest in submitting a proposal subsequently declined, stating that they either could not be competitive, or had other commitments and could not allocate sufficient engineering resources to support this project.

Utilizing the ION procedure this project was re-solicited informally, and the contract documents were sent to eighteen firms. Three firms submitted proposals: Harsco, RCC Fabricators, Inc. (“RCCF”), and Ebenezer Railcar Services (“Ebenezer”). The technical proposals were evaluated by the SC in accordance with the evaluation criteria. The evaluation criteria included experience in relevant areas such as (1) manufacturing flatcars; (2) provision of the most aggressive and achievable delivery schedule; (3) compliance with technical requirements; (4) management approach, quality assurance program, and providing quality drawings and manuals; (5) overall project cost and value to NYC Transit; and other relevant matters such as (6) compliance with and acceptance of NYC Transit’s terms and conditions or willingness to negotiate same, and (7) the overall quality of the written proposal.

Following the initial review of the technical proposals, the SC determined that Harsco’s proposal was technically superior. The SC recommended that RCCF’s proposal be eliminated from further consideration based on the firm’s limited experience in projects of this scale. The SC was concerned with RCCF’s engineering ability, as well as its lead time of 19 months after Notice of Award for the delivery of the first two flatcars.

Given the urgent operational need for flatcars, negotiations were conducted with both Ebenezer and Harsco, with a focus on achieving accelerated delivery schedules from both proposers. After further evaluation of the technical proposals, the SC determined that although both proposers could do the work, Harsco was technically superior and better qualified overall, as it demonstrated superior engineering capability, as well as a thorough understanding of NYC Transit's operating requirements. The SC expressed a concern that Ebenezer evidenced limited engineering resources to commit to this project, given its engagement in other projects, including the repair of NYC Transit's R141 flatcar frames under Contract 175791. In addition, Harsco Rail is a global supplier for railway track maintenance equipment and has performed successfully on prior contracts with NYC Transit, Metro North Railroad and Long Island Rail Road. Therefore, the SC unanimously recommended to continue negotiations with Harsco and eliminate Ebenezer from further consideration.

In order to coordinate funding, maintain continuous production, and increase the total quantity of flatcars in this procurement from 92 to 154 to allow for fleet expansion, the contract was structured with a base quantity of 65 flatcars (scheduled delivery from June 2019 to December 2021), Option A for 27 flatcars (scheduled delivery from January 2022 to February 2023), and Option B for 62 flatcars (scheduled delivery from February 2023 to July 2025). The base contract is funded from the 2010–2014 Capital Program while the options are planned to be funded from the 2020–2024 Capital Program. The number of refuse flatcars has remained at 27 and will be funded from the 2015–2019 Capital Program. In order to maintain continuous production, Option A would need to be exercised by the end of January 2021, and Option B by the end of February 2022.

In view of the urgency of the flatcar procurement, negotiations for flatcars were finalized first, while negotiations for refuse flatcars remain ongoing. Award of the refuse flatcars is planned to be submitted to a subsequent Board for ratification.

NYC Transit's negotiation team worked with Harsco from a technical and pricing perspective in an effort to obtain the most competitive proposal. Extensive negotiations centered on pricing and commercial alternatives with specific emphasis on achieving the most accelerated, attainable delivery schedule. In an effort to further accelerate Harsco's 13-month delivery schedule, incentives for early delivery have been included in the contract.

The final negotiated price for the Base Order of 65 flatcars is \$40,362,487, or \$620,961 per flatcar. Harsco's total price for Option A is \$16,028,205, or \$593,637 per flatcar. The total price for Option B is \$36,788,649, or \$593,365 per flatcar. The prices compare favorably to the independent estimate and are lower than pricing provided by RCCF and Ebenezer. Based on the foregoing, the base and option pricing have been found to be fair and reasonable. Option pricing is subject to a price adjustment based on a price index set forth in the contract.

The SC reviewed the results of negotiations pertaining to technical issues, and terms and conditions as well as pricing, and unanimously recommended Harsco for award. Harsco's technically superior proposal, lower price, and shortest delivery schedule provided the best overall value to NYC Transit.

A review of Harsco's financial documents by the NYC Transit Controller's Office found that Harsco is financially qualified to perform work under this contract.

Utilizing the ION procedure and awarding the contract prior to obtaining Board approval enabled Harsco to commence work on building the flatcars and allowed Harsco to insert the flatcars into its production schedule at least two months sooner than if a formal RFP process had been utilized.

Item Number: 3

Vendor Name (Location) Loram Maintenance of Way Inc. (Hamel, Minnesota)
Description Rail-Grinding Services
Contract Term (including Options, if any) March 1, 2017–February 29, 2020
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept./Div., Dept./Div. Head Name: Procurement & Supply Chain, Stephen M. Plochochi

Contract Number 6%17424	AWO/Mod. # 2
Original Amount:	\$ 11,081,850
Prior Modifications:	\$ 0
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 11,081,850
This Request (including options):	\$ 44,227,176
% of This Request to Current Amount:	399.1%
% of Modifications (including This Request) to Original Amount:	399.1%

Discussion

It is requested that the Board ratify the contract modification made pursuant to the declaration of an Immediate Operating Need (“ION”), waiving formal requirements for modifications pursuant to All-Agency Procurement Guidelines Article XI, and approve the award of a modification increasing the capacity of an existing rail-grinding services contract with Loram Maintenance of Way, Inc. (“Loram”). In accordance with the ION which was requested by the Department of Subways, Division of Track (“Track”), the Procurement Subdivision first issued Letters of Intent directing Loram to commence additional rail-grinding services and thereafter awarded Modification 2 to Contract 6%17424.

An effective rail-grinding program is integral to promoting optimal rail surface conditions, and advances the Subway Action Plan’s goal of accelerating repairs of track issues (SAP Track Goal No. 3). Pursuant to this modification the current contract will be extended 33 months, from February 29, 2020 through November 24, 2022. In addition, in years 2018 and 2019, the number of rail grinders deployed will increase from one eight-stone grinder to two eight-stone grinders and one sixteen-stone grinder, for a total of three grinders in each of those years. As part of the extension in years 2020–2022, a minimum of two grinders, an eight-stone and a sixteen-stone, will be deployed. In addition, there are also three annual options, exercisable at the discretion of NYC Transit, to deploy a second eight-stone grinder during the February 29, 2020 through November 24, 2022 extension period.

A well-managed rail grinding program is necessary to restore rail head profile, and remove running rail surface/gauge (fatigue) anomalies. In the absence of rail surface conditioning, rail and rolling stock wheel life are adversely impacted. Due to the aging infrastructure conditions, NYC Transit determined that it was necessary to employ, as part of its Right-of-Way preventive maintenance program, rail-grinding services in order to optimize rail surface conditions. Approximately 500 miles of the system need rail grinding from a corrective state (where rail surface conditions such as corrugation and rolling contact fatigue are removed, and where the rail is profiled to the applicable template), to a preventive state (requiring ongoing regular maintenance grinding cycles).

NYC Transit confirmed through market research that Loram is considered a premier rail-grinding service provider both nationally and internationally. Loram utilizes its own personnel and equipment, and is the only company in North America that has rail grinders readily available with a history of successful performance in the NYC Transit system.

In the past, NYC Transit employed the rail-grinding services of Loram through a competitive solicitation with Long Island Rail Road (“LIRR”) and Metro-North Railroad (“MNR”), under which Loram was the only company offering equipment that was readily available and suitable for use in the limited tunnel clearances and tighter curves found in the NYC Transit system. MNR and LIRR have different operating environments and are therefore able to utilize larger rail grinders.

On March 1, 2017, NYC Transit entered into Contract 6%17424, a noncompetitive three-year contract for rail-grinding services in the amount of \$11,081,850 with Loram. The contract was approved by the Board and the Office of the New York State Comptroller. Prior to this award, NYC Transit established through market research and a published advertisement for rail-grinding services, to which no responses were received, that the Loram rail grinder was the only device readily available and suitable for use in the NYC Transit system. In May 2018, this was again confirmed by NYC Transit through a follow-up market research effort.

Pursuant to the contract, Loram has been effectively utilizing one eight-stone rail grinder to grind the rails throughout the subway system. During the first year of the contract, Loram completed approximately 60 miles of track. In order to accomplish the task of bringing approximately 500 miles of track from a corrective to a preventive state, the rail-grinding program needs to be significantly accelerated. NYC Transit's Division of Track therefore requested modification of the contract with Loram to allow for the increased deployment of up to three rail grinders, and to extend the term of the contract through November 24, 2022.

The value of this modification is \$44,227,176, which includes the cost of each of the three annual options for a second eight-stone grinder. The estimated amount of each one-year option is \$3,431,730.

While the modification provides the same base rates for the additional eight-stone grinder, NYC Transit successfully negotiated more favorable terms triggering discounted rates. Commensurate favorable rates were also negotiated in connection with the 16-stone grinder. These values, like all values in the Price Schedule, are subject to a formulaic annual price adjustment, which is linked to published indices and wage schedules. NYC Transit's Cost Price Analysis Unit reviewed Loram's proposal, participated in negotiations, and has determined the final price to be fair and reasonable.

Utilizing the ION process enabled NYC Transit to secure an immediate commitment from Loram that the requisite rail grinders would be reserved for NYC Transit's use, rather than being committed to other customers. Additionally, it facilitated the prompt delivery and acceptance testing of the second eight-stone grinder, which allowed grinding by this unit to commence in early July 2018. If the formal modification process had been utilized, both Board and OSC approval would have been required before award of the modification. This further time expenditure of approximately four months would have foreclosed the opportunity to take advantage of increased grinding capacity in advance of winter operations.

In order to facilitate the completion of all requisite rail grinder exhaust emissions testing, NYC Transit is modifying an existing testing contract to allow for these additional services. Additionally, given the importance of an effective rail-grinding program to promote both rail integrity and increased rail and wheel life, NYC Transit anticipates enlisting consultant program management support to develop a programmatic approach to scheduling rail-grinding general orders, and also to review current practices and further develop and enhance the rail-grinding program. These additional procurement actions, taken pursuant to the same ION, will be presented to the Board at a future date.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 1-24

Vendor Name (Location) Various (See Below)
Description Various AWO's for Phase 1, Second Avenue Subway Project
Contract Term (including Options, if any) Various (See Below)
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept./Div., Dept./Div. Head Name: MTA Capital Construction, John N. Lieber

Contract Number	AWO/Mod. #
Various (See Below)	Various (See Below)
Total Amounts:	\$ 1,229,679,000
Prior Modifications:	\$ 253,469,285
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 1,483,148,285
This Request:	\$47,122,004
% of This Request to Current Amount:	3.2%
% of Modifications (including This Request) to Original Amount:	24.4%

Contract #	Contract Description	Contract Term	Contractor	# of AWOs	Amount
C-26009	Second Avenue Subway – Track, Signal, Traction Power and Communications Systems in the Borough of Manhattan	1/18/2012 – 8/18/2016	Comstock/Skanska, JV (“CSJV”)	17	\$29,475,000
C-26010	Second Avenue Subway – 96th Street Station Finishes in the Borough of Manhattan	6/22/2012 – 12/21/2015	EE Cruz/Tully Construction Co. JV (“CTJV”)	1	\$2,000,000
C-26011	Second Avenue Subway – 72nd Street Station Finishes in the Borough of Manhattan	2/14/2013 – 11/13/2015	Judlau Contracting, Inc (“JCI”)	3	\$3,030,000
C-26012	Second Avenue Subway – 86th Street Station Finishes in the Borough of Manhattan	6/12/2013 – 5/31/2016	86th St Constructors JV (“86SCJV”)	2	\$1,775,000
C-26006	Second Avenue Subway – 63rd Street Station Finishes in the Borough of Manhattan	1/13/2011 – 5/13/2014	Judlau Contracting, Inc (“JCI”)	1	\$10,842,004
Total				24	\$47,122,004

Discussion:

The following 24 retroactive modifications are for work carried out to complete Phase I of the Second Avenue Subway. These modifications address changed field conditions, changed standards, design errors and omissions, and the resolution of claims. To progress the work without delay and avoid or mitigate schedule impacts, the President, MTA Capital Construction (“MTACC”) approved retroactive waivers for this work. Funding is available in Program Reserve as approved by the Board in October 2017. These are the final modifications for additional work on Phase I that are being presented to the Board. However, MTACC is still in the process of resolving impact cost claims and expects to present those claims to the Board when they are resolved.

Schedule K: Ratification of Completed Procurement Actions



AWOs 146, 206, 207, and 208 (C-26009) (CSJV): Completion of communication system infrastructure work that was either not included in the respective 63rd, 72nd, 86th, and 96th Street stations contracts, or not completed by the respective station contractors. This work involved the installation or modification of conduits and device-mounting hardware for use by the fire alarm, closed-circuit TV (“CCTV”) camera, public address/customer information sign, Automatic Fare Collection, elevator communication, building management, and intrusion access control systems. This work also required the C-26009 contractor to complete the communication system infrastructure and make the communications systems fully operational and compliant with New York State codes and NYC Transit requirements on or before the revenue service date. Accordingly, MTACC directed CSJV, the system contractor, to proceed with the work immediately, so that the revenue service date could be achieved. This action was approved by the MTACC President. In cases where it was determined that this work is attributable to incomplete or incorrectly installed work performed by the station contractor or errors or omissions by the designer of record, back-charges and/or claims are being pursued. The negotiated amounts for all four AWOs listed below were found to be fair and reasonable.

AWO #	Contractor’s Proposal	MTACC’s Final Estimate	Negotiated Amount
146	\$1,558,255	\$1,348,772	\$1,350,000
206	\$4,469,161	\$3,846,116	\$4,000,000
207	\$3,095,136	\$2,702,474	\$2,815,000
208	\$3,341,451	\$2,776,937	\$2,900,000

AWOs 202, 209, 210, and 211 (C-26009) (CSJV): Installation of additional network communication equipment to correct communication signal losses between telephone, data, CCTV, and Help Point equipment at the 63rd, 72nd, 86th, and 96th Street stations. To avoid the signal losses, it was determined that fiber-optic cable needed to be used in lieu of the copper cable originally specified in the contract. However, because fiber-optic cable cannot be connected directly to the equipment, additional communication devices were required to transmit and convert the signals. These AWOs provide for furnishing and installing additional network devices (i.e. access and application nodes, and media convertors), conduit, power cable (for the converters), fiber-optic cable, and the rerouting of copper cable. These AWOs are believed to be the result of an error or omission and a claim is being pursued against the designer of record. The negotiated amounts for all four AWO’s listed below were found to be fair and reasonable.

AWO #	Contractor’s Proposal	MTACC’s Final Estimate	Negotiated Amount
202	\$1,394,922	\$961,813	\$960,000
209	\$1,448,543	\$903,538	\$945,000
210	\$1,677,652	\$1,014,445	\$1,080,000
211	\$2,046,766	\$1,302,732	\$1,380,000

AWOs 128, 130, 141, and 142 (C-26009) (CSJV): Redesign of the fire alarm system and provision of additional fire alarm devices not included in the original station designs at the 63rd, 96th, 86th, and 72nd Street stations. After the award of the contract, Underwriters Laboratory (“UL”), a national independent product testing agency, withdrew its listing of the specified fire alarm Circuit Integrity cable rendering the SAS fire alarm system not code compliant. As a result, and because no acceptable UL-rated cable was immediately available, the system had to be redesigned. The new design provides diversity in cable routing so that a single fire or emergency event will not lead to a system failure. These AWOs also included the installation of additional smoke detectors in certain locations for proper annunciation and for the control of dampers for fire suppression in signal rooms. A portion of these AWOs is believed to be the result of an error or omission and a claim is being pursued against the designer of record. The negotiated amounts for all four AWOs listed below were found to be fair and reasonable.

AWO #	Contractor’s Proposal	MTACC’s Final Estimate	Negotiated Amount
128	\$3,052,307	\$1,689,340	\$1,800,000
130	\$2,547,147	\$1,811,078	\$1,855,000
141	\$3,136,445	\$2,230,933	\$2,125,000
142	\$3,094,730	\$2,040,771	\$2,100,000

AWO 174 (C-26009) (CSJV): Furnishing and installing additional fire protection sound-powered telephones (“SPTs”) and approximately 16,000 feet of additional cable at the 63rd, 72nd, 86th, and 96th Street stations. After award of Contract C-26009, it was determined that the specified cable design for the SPTs did not conform with NYC Transit cabling standards and there was no SPT connectivity between stations and at the street level, which is required by the Fire Department of the City of New York (“FDNY”). This AWO addresses the modified design for additional communication locations in the tunnels at the street level, eliminated all cable splicing, and provides for a closed-loop design that would maintain communication in the event of a single cable failure. This AWO appears to be the result of an error or omission and a claim is being pursued against the designer of record. The contractor’s proposal was \$1,337,300. MTACC’s revised estimate was \$1,072,067. Negotiations resulted in the agreed-upon net lump-sum price of \$1,030,000, that was found to be fair and reasonable.

AWO 195 (C-26009) (CSJV): Installation of SPTs between tunnel ventilation control rooms and their associated tunnel vent damper locations for troubleshooting and maintenance of the dampers at the 63rd, 72nd, 86th, and 96th Street stations. The original contract called for an SPT system to be included as part of the ventilation system. However, additional SPTs were required to provide field communication for NYC Transit personnel between the tunnel ventilation control rooms and the tunnel ventilation dampers during routine maintenance operations. This AWO appears to be the result of an error or omission, and a claim is being pursued against the designer of record. The contractor’s proposal was \$1,724,494. MTACC’s revised estimate was \$1,496,771. Negotiations resulted in the agreed-upon net lump-sum price of \$1,400,000, that was found to be fair and reasonable.

AWO 143 (C-26009) (CSJV): Furnishing and installing additional bidirectional amplifiers and associated supervisory control, data acquisition equipment, and uninterruptable power supplies for the new equipment; and additional antenna cables and accessories for monitoring the Ultra-High Frequency (“UHF”) radio system at the 63rd, 72nd, 86th, and 96th Street stations. Based on a study of the UHF radio system design at the new station platforms, mezzanines, and tunnels it was determined that the original contract design did not provide adequate radio coverage for New York City Police Department or FDNY radios. This AWO appears to be the result of an error or omission and a claim is being pursued against the designer of record. The contractor’s proposal was \$1,469,857. MTACC’s revised estimate was for the net amount of \$1,380,975. Negotiations resulted in the agreed-upon net lump-sum price of \$1,400,000, that was found to be fair and reasonable.

AWO 161 (C-26009) (CSJV): Furnishing and installing a Remote Auxiliary Alarm and Control System (“RAACS”) in the pump rooms at the 72nd, 86th, 96th, and 105th Street (north end of 96th Street Station) locations and CCTV systems in 16 fan rooms located throughout the stations. This modification addresses a NYC Transit Department of Subways’ request that could not be incorporated into the contract prior to award without resulting in a delay to the project schedule but with the understanding that it would be incorporated by change order as a condition of NYC Transit’s approval of the SAS Final Design. The contractor’s proposal was \$1,933,749. MTACC’s revised estimate was \$1,468,702. Negotiations resulted in the agreed-upon lump-sum price of \$1,500,000, that was found to be fair and reasonable.

AWO 259 (C-26009) (CSJV): Furnishing, installing, and/or modifying Intrusion Access Control at 25 egress doors at the 63rd, 72nd, 86th, and 96th Street stations. The base contract required 20 egress doors separating the back-of-house (“BOH”) areas from public spaces at the mezzanine and platform levels be alarmed and locally/remotely monitored with no means of reentry back into the public space without setting off an alarm. The 20 doors were modified to provide access control for reentry of NYC Transit personnel into the public space, and an additional five doors were added to provide NYC Transit with controlled access into other BOH rooms not included in the base contract. This AWO appears to be the result of an error or omission and a claim is being pursued against the designer of record. The contractor’s proposal was \$1,340,492. MTACC’s revised estimate was \$785,097. Negotiations resulted in the agreed-upon lump-sum price of \$835,000, that was found to be fair and reasonable.

In connection with a previous contract awarded to Comstock, Comstock 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 Office in consultation with the MTA General Counsel in February 2016. No new SAI has been found relating to Comstock and Comstock has been found to be responsible.

In connection with a previous contract awarded to Skanska, Skanska was found to be responsible notwithstanding 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 November 2014. No new SAI has been found relating to Skanska and Skanska has been found to be responsible.

AWO 248 (C-26010) (CTJV): Resolution of a claim for costs associated with water damage. After incidents of water intrusion caused water damage in the 96th Street station, the contractor claimed entitlement to payment for extra work performed for cleanup of the site and the repair of damaged equipment and material. MTACC determined that the water intrusion was attributable, in part, to insufficient grouting required by the contract in connection with the change in the waterproofing system incorporated by a previous AWO (AWO 7).

MTACC determined that that additional grouting work, beyond that previously provided for in AWO 7, was required to prevent water from entering the station. The cost of damage to the equipment by the water intrusion was settled by the Owner-Controlled Insurance Policy (“OCIP”), leaving the cost of cleanup and the additional grouting. The contractor’s overall claim was in the amount of \$7,048,459, less the OCIP settlement of \$2,150,000. MTACC’s cost estimate was prepared based on the remaining scope of work in the amount of \$2,050,578. Negotiations resulted in the agreed-upon lump-sum price of \$2,000,000, that was found to be fair and reasonable. This AWO appears to be the result of an error or omission, and a claim is being pursued against the designer of record.

In connection with a previous contract awarded to E.E. Cruz & Company, Inc. (“E.E. Cruz”), E.E. Cruz was found to be responsible notwithstanding SAI pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the NYC Transit President in July 2018. No new SAI has been found relating to E.E. Cruz and E.E. Cruz has been found to be responsible.

AWO 351 (C-26011) (JCI): Con Edison utility changes associated with the relocation of Entrance 1 of the 72nd Street station from within the building and onto the sidewalk at the corner of 69th Street. A 16-inch steam main required realignment to accommodate the relocated station entrance, and a gas valve had to be lowered because of inadequate cover between the top of the valve and the pavement. The contractor’s final proposal was \$1,885,725. MTACC’s revised estimate was \$1,226,543. Negotiations resulted in the agreed-upon lump-sum price of \$1,250,000, that was found to be fair and reasonable.

AWO 317(C-26011) (JCI): Temporary Road Pavement. The utility relocation AWO described above and the road bump-out necessitated by the relocation of entrance 1 onto the sidewalk at 69th Street caused a schedule slippage to the restoration of the Second Avenue roadway between 69th and 74th streets. As a result, and due to cold weather temperature restrictions in December 2016, final permanent street restoration in accordance with NYC Department of Transportation (“DOT”) specifications could not be performed. Instead, a temporary road surface with pavement markings was installed for the winter months. The contractor’s revised proposal was \$1,087,654. MTACC’s estimate was \$847,941. Negotiations resulted in the agreed-upon lump-sum price of \$930,000, that was found to be fair and reasonable.

AWO 355 (C-26011) (JCI): Additional work for stiffening of the steel wire mesh used to partially enclose the hoistway of the Entrance 3 elevators. Structural reinforcement for the mesh was required at approximately 90 locations within the 75-foot-high hoistway to meet the deflection/rigidity criteria necessary to prevent entry by a person into the hoistway. This AWO appears to be the result of an error or omission and a claim is being pursued against the designer of record. The contractor’s final proposal was \$1,164,051. MTACC’s revised estimate was \$808,309. Negotiations resulted in the agreed-upon lump-sum price of \$850,000, that was found to be fair and reasonable.

In connection with a previous contract awarded to Judlau Contracting, Inc. (“Judlau”), Judlau was found to be responsible notwithstanding SAI pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Interim Executive Director in consultation with the MTA General Counsel in March 2017. No new SAI has been found relating to Judlau and Judlau has been found to be responsible.

AWO 145 (C-26012) (86SCJV): Additional Street Restoration Modifications on Second Avenue. In order to insure a consistent streetscape along Second Avenue after SAS Phase 1 construction was completed, and by agreement with DOT, the limits of the surface restoration work included in the 86th Street contract was expanded to change the specified street lights, signals, and pavement markings to reflect the current NYC street finishing specifications. The contractor’s final proposal was \$1,184,807. MTACC’s estimate was \$813,625. Negotiations resulted in the agreed-upon lump-sum price of \$884,000, that was found to be fair and reasonable.

AWO 280 (C-26012) (86SCJV): The contractor claimed entitlement to additional compensation for additional conduits installed under the platform of the 86th Street Station and for additional control wiring. MTACC acknowledged that the contractor was entitled to payment for the additional conduit and control wiring work, which was not provided for under any previously issued AWO but was required. This AWO appears to be the result of an error or omission and a claim is being pursued against the designer of record. The contractor’s proposal was \$1,236,617. MTACC’s estimate was \$1,094,488. Negotiations resulted in the agreed-upon lump-sum price of \$891,000, that was found to be fair and reasonable.

In connection with a previous contract awarded to Schiavone Construction Co., LLC (“Schiavone”), Schiavone was found to be responsible notwithstanding SAI pursuant to the All-Agency Responsibility Guidelines and such responsibility findings were approved by the MTA Chairman & CEO in consultation with the MTA General Counsel in April 2014. No new SAI has been found relating to Schiavone and Schiavone has been found to be responsible.

Schedule K: Ratification of Completed Procurement Actions



In connection with a previous contract awarded to John P. Picone, Inc. (“Picone”), Picone was found to be responsible notwithstanding SAI pursuant to the All-Agency Responsibility Guidelines and such responsibility findings was approved by the MTA Chairman & CEO in consultation with the MTA General Counsel in December 2014. No new SAI has been found relating to Picone and Picone has been found to be responsible.

AWO 219 (C-26006) (JCI): Settlement of a claim for all compensable delays on Contract C-26006. There is no direct work associated with this AWO. This AWO resolves the cumulative effect of 345 days of delay associated with approximately 20 previously negotiated AWOs. These AWOs were for the relocation, support, and protection of utilities, steel design/fabrication issues, and access delays to Entrance 1 on Contract C-26006. Compensable delays under the contract provide for the recovery of costs associated with extended field office and work site expenses, increased wages, and increased costs for the purchase or storage of materials. The contractor’s proposal was \$16,143,063. MTACC’s revised estimate was \$10,809,835. Negotiations resulted in the agreed-upon lump-sum price of \$10,842,004, that was found to be fair and reasonable.

Staff Summary

Page 1 of 2

Item Number: 1 (Final)					
Dept & Dept Head Name: Engineering & Construction, Joe Keane, P.E. <i>Joe Keane</i>					
Division & Division Head Name: Engineering & Construction, Romolo DeSantis <i>R DeSantis</i>					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	President	09/10/18			
2	MTA B&T Committee	09/24/18			
3	MTA Board	09/26/18			
Internal Approvals					
Order	Approval	Order	Approval		
1	Chief Financial Officer <i>[Signature]</i>	4	Vice President, Chief of Staff <i>[Signature]</i>		
2	General Counsel <i>[Signature]</i>	5	President <i>[Signature]</i>		
3	Chief Procurement Officer <i>[Signature]</i>				

SUMMARY INFORMATION	
Vendor Name TC Electric, LLC	Contract Number HC-64
Description: Design-Build Services for Hugh L. Carey Tunnel Service Building Electrical Rehabilitation	
Total Amount TC Electric Award - \$5,405,000 Stipends - \$30,000	
Contract Term (including Options, if any) One (1) year, six (6) months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

Narrative

I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All-Agency General Contract Procurement Guidelines to award a competitively solicited public work contract for Project HC-64, Design-Build Services for Hugh L. Carey Tunnel Service Building Electrical Rehabilitation to TC Electric, LLC (TC) for a period of one (1) year, six (6) months at a price of \$5,405,000. In accordance with the MTA Design-Build Best Practice Guidance, in order to enhance competition and defray proposal costs, this solicitation included stipends to be paid to each unsuccessful proposer in the amount of \$15,000 whose proposal met a defined standard. Accordingly, approval is also requested to pay stipends totaling \$30,000.

II. DISCUSSION

In July 2016, the Board authorized B&T to enter into a competitive Request for Proposal (RFP) process for design-build services for Hugh L. Carey Tunnel (HLCT) Service Building Electrical Rehabilitation. The Project requires the relocation of existing essential electrical distribution equipment and feeders from the electrical room in the basement to a new electrical distribution room (EDR) located on the first floor. The equipment relocation safeguards the equipment from potential flood conditions. Also, obsolete equipment and circuits that are beyond their useful life are to be replaced. The Work requires the design and construction services for the following: replace/relocate/re-route all essential electrical distribution equipment and primary and secondary feeders; relocate 1200A Hamilton Avenue service from the cellar level to the new EDR and replace the service equipment and coordinate efforts with Con Edison; relocate and replace the two existing 300 KVA transformers; replace the main electrical power feeders from the Brooklyn Ventilation Building to the

Staff Summary

Service Building and associated power panels; transfer all the electrical loads from the existing obsolete main switchboard to the new switchboard MDP1-/MDP-2 in the new EDR.

The service requirements were publicly advertised, eight (8) firms submitted qualification information and based on a review of their qualifications four (4) firms were deemed qualified to receive the RFP. Three (3) firms submitted proposals. The design-build proposers are: TC Electric, LLC (\$5,405,000); E-J Electric Installation Co. (\$5,490,000) and Mass Electric Construction Co. (\$6,264,000). The proposals were evaluated against established criteria set forth in the RFP, including proposed price, construction approach, design-build technical approach and design-build team personnel and organizational structure. Evaluations were based on the selection criteria and oral presentations. The committee recommended TC as the highest rated firm. The committee's basis for the selection included: (i) TC provided technical solutions, which could potentially reduce the duration by two (2) months; (ii) TC submitted the most competitive price; (iii) TC provided the most insight into the potential scenarios for combining existing electrical loads and centralizing critical loads as compared to the other proposers and (iv) TC proposed technical solutions that ensure electrical system reliability and minimize power interruptions during construction. TC's proposal is the best overall value and is deemed most advantageous to B&T as compared to the other proposers.

TC's proposal is in the amount of \$5,405,000. The Engineer's estimate is \$5,123,037. In the course of negotiations it was deemed necessary to include an allowance for system integration and programming services that were not included in the scope. The Authority accepted TC's price in the amount of \$5,405,000. TC's negotiated price is 5.5% above the estimate and is fair and reasonable. TC is a responsible Contractor.

III. D/M/WBE INFORMATION

The MTA DDOR has established goals of 15% MBE, 15% WBE and 6% SDVOB for the Contract. TC Electric, LLC has not achieved its MWBE goals, however they have demonstrated good faith efforts towards meeting these goals.

IV. IMPACT ON FUNDING

Funds are available in the 2015 – 2019 Capital Program under Project HC-64.

V. ALTERNATIVES

There are no recommended alternatives. B&T does not possess the resources required to perform these services.

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2018 Mid-Year Forecast
Accrual Statement of Operations by Category
July 2018 Monthly
(\$ in millions)

	Non-Reimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	-Variance: Fav/(Unfav)- Dollars	Percent	Mid-Year Forecast	Actual	-Variance: Fav/(Unfav)- Dollars	Percent	Mid-Year Forecast	Actual	-Variance: Fav/(Unfav)- Dollars	Percent
Revenue												
Farebox Revenue	\$528.7	\$521.2	(\$7.4)	(1.4)	\$0.0	\$0.0	\$0.0	N/A	\$528.7	\$521.2	(\$7.4)	(1.4)
Toll Revenue	172.5	174.7	2.2	1.3	0.0	0.0	0.0	N/A	172.5	174.7	2.2	1.3
Other Revenue	57.1	48.4	(8.8)	(15.3)	0.0	0.0	0.0	N/A	57.1	48.4	(8.8)	(15.3)
Capital and Other Reimbursements	0.0	0.0	0.0	N/A	195.0	167.2	(27.8)	(14.3)	195.0	167.2	(27.8)	(14.3)
Total Revenues	\$758.3	\$744.4	(\$14.0)	(1.8)	\$195.0	\$167.2	(\$27.8)	(14.3)	\$953.3	\$911.5	(\$41.7)	(4.4)
Expenses												
<u>Labor:</u>												
Payroll	\$444.5	\$449.6	(\$5.1)	(1.2)	\$64.3	\$51.8	\$12.5	19.5	\$508.8	\$501.4	\$7.4	1.5
Overtime	80.5	97.0	(16.5)	(20.6)	15.9	23.4	(7.5)	(47.1)	96.4	120.4	(24.0)	(24.9)
Health and Welfare	110.5	97.3	13.2	12.0	7.3	7.5	(0.2)	(2.8)	117.8	104.8	13.0	11.0
OPEB Current Payments	51.9	49.9	2.0	3.9	0.8	0.7	0.1	10.6	52.7	50.6	2.1	4.0
Pension	107.3	108.2	(0.9)	(0.9)	9.7	9.9	(0.2)	(2.1)	117.0	118.1	(1.1)	(1.0)
Other Fringe Benefits	82.9	82.7	0.2	0.2	21.3	18.1	3.2	15.1	104.2	100.8	3.4	3.3
Reimbursable Overhead	(36.2)	(33.0)	(3.2)	(8.8)	36.0	32.8	3.2	8.8	(0.2)	(0.2)	0.0	(15.8)
Total Labor Expenses	\$841.4	\$851.7	(\$10.3)	(1.2)	\$155.3	\$144.3	\$11.1	7.1	\$996.7	\$996.0	\$0.7	0.1
<u>Non-Labor:</u>												
Electric Power	\$43.7	\$47.9	(\$4.2)	(9.5)	\$0.1	\$0.2	(\$0.1)	(56.1)	\$43.9	\$48.1	(\$4.2)	(9.6)
Fuel	17.1	15.3	1.8	10.4	0.0	0.1	(0.1)	<(100.0)	17.1	15.4	1.7	10.0
Insurance	1.7	(0.4)	2.1	> 100.0	1.5	1.4	0.2	11.8	3.3	0.9	2.3	71.2
Claims	26.8	30.3	(3.5)	(13.2)	0.0	0.0	0.0	N/A	26.8	30.3	(3.5)	(13.2)
Paratransit Service Contracts	34.4	39.2	(4.8)	(14.0)	0.0	0.0	0.0	N/A	34.4	39.2	(4.8)	(14.0)
Maintenance and Other Operating Contracts	71.9	49.7	22.2	30.9	9.1	7.4	1.7	18.2	81.0	57.1	23.9	29.5
Professional Services Contracts	54.6	52.0	2.6	4.7	13.8	(1.0)	14.8	> 100.0	68.4	51.0	17.3	25.4
Materials and Supplies	61.7	51.9	9.7	15.8	14.8	12.4	2.5	16.6	76.5	64.3	12.2	16.0
Other Business Expenses	18.7	16.4	2.3	12.1	0.3	2.5	(2.2)	<(100.0)	19.0	19.0	0.1	0.3
Total Non-Labor Expenses	\$330.6	\$302.4	\$28.2	8.5	\$39.6	\$22.9	\$16.7	42.2	\$370.2	\$325.3	\$45.0	12.1
<u>Other Expense Adjustments</u>												
Other	\$23.0	\$20.3	\$2.7	11.7	\$0.0	\$0.0	\$0.0	N/A	\$23.0	\$20.3	\$2.7	11.7
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
Total Other Expense Adjustments	\$23.0	\$20.3	\$2.7	11.7	\$0.0	\$0.0	\$0.0	N/A	\$23.0	\$20.3	\$2.7	11.7
Total Expenses Before Non-Cash Liability Adjs.	\$1,195.0	\$1,174.4	\$20.6	1.7	\$195.0	\$167.2	\$27.8	14.3	\$1,389.9	\$1,341.5	\$48.4	3.5
Depreciation	\$227.0	\$222.9	\$4.2	1.8	\$0.0	\$0.0	\$0.0	N/A	\$227.0	\$222.9	\$4.2	1.8
OPEB Liability Adjustment	39.1	35.3	3.8	9.7	0.0	0.0	0.0	N/A	39.1	35.3	3.8	9.7
GASB 68 Pension Expense Adjustment	6.7	0.0	6.7	100.0	0.0	0.0	0.0	N/A	6.7	0.0	6.7	100.0
Environmental Remediation	0.2	0.1	0.0	8.1	0.0	0.0	0.0	N/A	0.2	0.1	0.0	8.1
Total Expenses After Non-Cash Liability Adjs.	\$1,467.9	\$1,432.7	\$35.3	2.4	\$195.0	\$167.2	\$27.8	14.3	\$1,662.9	\$1,599.8	\$63.0	3.8
Less: B&T Depreciation & GASB Adjustments	\$16.9	\$17.5	(\$0.6)	(3.3)	\$0.0	\$0.0	\$0.0	0.0	\$16.9	\$17.5	(\$0.6)	(3.3)
Adjusted Total Expenses	\$1,451.0	\$1,415.2	\$35.8	2.5	\$195.0	\$167.2	\$27.8	14.3	\$1,646.0	\$1,582.4	\$63.6	3.9
Net Surplus/(Deficit) excl. Subsidies and Debt Service	(\$692.7)	(\$670.8)	\$21.9	3.2	\$0.0	\$0.0	\$0.0	N/A	(\$692.7)	(\$670.8)	\$21.9	3.2
Subsidies	\$618.2	\$455.5	(\$162.7)	(26.3)	\$0.0	\$0.0	\$0.0	N/A	\$618.2	\$455.5	(\$162.7)	(26.3)
Debt Service	231.0	208.2	22.8	9.9	0.0	0.0	0.0	N/A	231.0	208.2	22.8	9.9

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
July Financial Plan - 2018 Mid-Year Forecast
Accrual Statement of Operations by Category
July 2018 Year-to-Date
(\$ in millions)

	Non-Reimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	-Variance: Fav/(Unfav)- Dollars	Percent	Mid-Year Forecast	Actual	-Variance: Fav/(Unfav)- Dollars	Percent	Mid-Year Forecast	Actual	-Variance: Fav/(Unfav)- Dollars	Percent
Revenue												
Farebox Revenue	\$3,562.8	\$3,557.7	(\$5.0)	(0.1)	\$0.0	\$0.0	\$0.0	N/A	\$3,562.8	\$3,557.7	(\$5.0)	(0.1)
Toll Revenue	1,117.6	1,126.3	8.7	0.8	0.0	0.0	0.0	N/A	1,117.6	1,126.3	8.7	0.8
Other Revenue	376.6	368.9	(7.8)	(2.1)	0.0	0.0	0.0	N/A	376.6	368.9	(7.8)	(2.1)
Capital and Other Reimbursements	0.0	0.0	0.0	N/A	1,327.4	1,321.8	(5.6)	(0.4)	1,327.4	1,321.8	(5.6)	(0.4)
Total Revenues	\$5,056.9	\$5,052.9	(\$4.1)	(0.1)	\$1,327.4	\$1,321.8	(\$5.6)	(0.4)	\$6,384.3	\$6,374.6	(\$9.7)	(0.2)
Expenses												
<u>Labor:</u>												
Payroll	\$3,006.7	\$3,006.7	\$0.0	0.0	\$439.4	\$407.8	\$31.6	7.2	\$3,446.1	\$3,414.5	\$31.6	0.9
Overtime	565.6	630.9	(65.3)	(11.6)	122.8	164.3	(41.5)	(33.8)	688.4	795.3	(106.8)	(15.5)
Health and Welfare	755.8	744.9	11.0	1.5	46.0	48.2	(2.1)	(4.6)	801.9	793.0	8.9	1.1
OPEB Current Payments	358.2	361.3	(3.1)	(0.9)	5.7	5.4	0.4	6.9	364.0	366.7	(2.7)	(0.7)
Pension	768.4	769.8	(1.4)	(0.2)	59.9	63.4	(3.5)	(5.9)	828.3	833.3	(4.9)	(0.6)
Other Fringe Benefits	538.2	548.5	(10.3)	(1.9)	154.2	154.5	(0.3)	(0.2)	692.4	703.0	(10.6)	(1.5)
Reimbursable Overhead	(253.8)	(277.9)	24.1	9.5	251.9	275.9	(24.0)	(9.5)	(2.0)	(2.1)	0.1	5.3
Total Labor Expenses	\$5,739.2	\$5,784.2	(\$45.1)	(0.8)	\$1,080.0	\$1,119.5	(\$39.5)	(3.7)	\$6,819.2	\$6,903.7	(\$84.5)	(1.2)
<u>Non-Labor:</u>												
Electric Power	\$286.5	\$281.6	\$4.9	1.7	\$0.8	\$1.0	(\$0.1)	(17.0)	\$287.4	\$282.6	\$4.8	1.7
Fuel	111.5	112.0	(0.5)	(0.5)	0.0	0.3	(0.3)	<(100.0)	111.5	112.3	(0.8)	(0.7)
Insurance	1.4	(4.9)	6.2	> 100.0	8.3	7.7	0.6	7.7	9.7	2.8	6.9	70.7
Claims	206.2	215.4	(9.3)	(4.5)	0.0	0.0	0.0	N/A	206.2	215.4	(9.3)	(4.5)
Paratransit Service Contracts	241.6	253.0	(11.5)	(4.7)	0.0	0.0	0.0	N/A	241.6	253.0	(11.5)	(4.7)
Maintenance and Other Operating Contracts	421.1	371.9	49.3	11.7	63.7	55.1	8.6	13.4	484.8	427.0	57.8	11.9
Professional Services Contracts	309.8	302.1	7.7	2.5	75.0	46.2	28.8	38.4	384.8	348.3	36.5	9.5
Materials and Supplies	371.7	362.3	9.3	2.5	100.3	88.3	12.0	12.0	472.0	450.6	21.4	4.5
Other Business Expenses	134.8	136.1	(1.3)	(1.0)	(0.7)	3.8	(4.5)	<(100.0)	134.0	139.8	(5.8)	(4.3)
Total Non-Labor Expenses	\$2,084.4	\$2,029.6	\$54.9	2.6	\$247.4	\$202.3	\$45.1	18.2	\$2,331.9	\$2,231.9	\$100.0	4.3
<u>Other Expense Adjustments</u>												
Other	\$48.2	\$43.1	\$5.0	10.4	\$0.0	\$0.0	\$0.0	N/A	\$48.2	\$43.1	\$5.0	10.4
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
Total Other Expense Adjustments	\$48.2	\$43.1	\$5.0	10.4	\$0.0	\$0.0	\$0.0	N/A	\$48.2	\$43.1	\$5.0	10.4
Total Expenses Before Non-Cash Liability Adjs.	\$7,871.8	\$7,856.9	\$14.8	0.2	\$1,327.4	\$1,321.8	\$5.7	0.4	\$9,199.2	\$9,178.7	\$20.5	0.2
Depreciation	\$1,510.2	\$1,557.7	(\$47.5)	(3.1)	\$0.0	\$0.0	\$0.0	N/A	\$1,510.2	\$1,557.7	(\$47.5)	(3.1)
OPEB Liability Adjustment	934.4	856.5	77.9	8.3	0.0	0.0	0.0	N/A	934.4	856.5	77.9	8.3
GASB 68 Pension Expense Adjustment	18.5	1.1	17.4	94.0	0.0	0.0	0.0	N/A	18.5	1.1	17.4	94.0
Environmental Remediation	3.2	4.0	(0.7)	(23.1)	0.0	0.0	0.0	N/A	3.2	4.0	(0.7)	(23.1)
Total Expenses After Non-Cash Liability Adjs.	\$10,338.1	\$10,276.2	\$61.9	0.6	\$1,327.4	\$1,321.8	\$5.7	0.4	\$11,665.5	\$11,598.0	\$67.6	0.6
Less: B&T Depreciation & GASB Adjustments	\$118.8	\$119.8	(\$1.1)	(0.9)	\$0.0	\$0.0	\$0.0	0.0	\$118.8	\$119.8	(\$1.1)	(0.9)
Adjusted Total Expenses	\$10,219.3	\$10,156.4	\$62.9	0.6	\$1,327.4	\$1,321.8	\$5.7	0.4	\$11,546.8	\$11,478.1	\$68.6	0.6
Net Surplus/(Deficit) excl. Subsidies and Debt Service	(\$5,162.4)	(\$5,103.5)	\$58.9	1.1	(\$0.1)	\$0.0	\$0.1	N/A	(\$5,162.4)	(\$5,103.5)	\$59.0	1.1
Subsidies	\$4,992.9	\$4,877.4	(\$115.5)	(2.3)	\$0.0	\$0.0	\$0.0	N/A	\$4,992.9	\$4,877.4	(\$115.5)	(2.3)
Debt Service	1,511.1	1,507.7	3.4	0.2	0.0	0.0	0.0	N/A	1,511.1	1,507.7	3.4	0.2

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
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
July 2018
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	July		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
Farebox Revenue	NR	(7.4)	(1.4)	Lower ridership was responsible for unfavorable variances of (\$3.7M) at NYCT and (\$2.2M) at the LIRR. Lower average yield per passenger was responsible for the unfavorable variances of (\$0.9M) at MNR and (\$0.6M) at MTA Bus.	(5.0)	(0.1)	Drivers for the month apply to the YTD unfavorable variances of (\$3.1M) at NYCT and (\$2.0M) at MNR.
Vehicle Toll Revenue	NR	2.2	1.3	Toll revenues were favorable due to higher traffic volume.	8.7	0.8	YTD results reflect the continuance of higher traffic volume.
Other Operating Revenue	NR	(8.8)	(15.3)	The unfavorable outcome was mostly the result of a negative shift in the market value of the invested asset portfolio (\$2.6M) at FMTAC, and lower advertising/real estate revenue and the timing of student fare reimbursements (\$2.6M) at NYCT. Other contributing factors include the timing of Capital Construction rental income (\$2.3M) at MTAHQ, and lower student reimbursements (\$0.9M) at MTA Bus. Other Agency variances were minor.	(7.8)	(2.1)	The same drivers of the monthly variances were responsible for unfavorable YTD results of (\$5.5M) at FMTAC, (\$3.0M) at NYCT, and (\$0.7M) at MTA Bus. Also, advertising revenue fell short by (\$1.1M) at MNR. These results were partially offset by higher Transit Museum revenues at MTAHQ \$1.5M, and higher Battery Parking Garage income and revenue from E-ZPass administrative fees at B&T \$1.1M.
Payroll	NR	(5.1)	(1.2)	NYCT was unfavorable by (\$7.1M) due to the timing of expenses/adjustments. MNR was (\$1.7M) unfavorable, reflecting a recent contractual union change in the way employee separation payouts are calculated, as well as higher-than-forecasted non-agreement retiree payouts. MTAHQ was (\$1.2M) unfavorable mainly due to an MTA IT accrual adjustment that will be corrected in a future period. Partially offsetting these results were favorable outcomes of \$2.9M at B&T and \$1.5M at the LIRR, due to vacancies.	0.0	0.0	Vacancies were mainly responsible for favorable variances of \$5.4M at the LIRR, \$4.2M at B&T, and \$0.9M at NYCT. Also, YTD unfavorable variances continue to reflect factors also noted for the month, producing unfavorable YTD results of (\$8.1M) at MTAHQ (including MTA PD vacation accrual adjustments), (\$1.4M) at MTA Bus (mainly timing), and (\$1.2M) at MNR.
Overtime	NR	(16.5)	(20.6)	Subway service delays, vacancy/absenteeism, and additional maintenance work supporting the Subway Action Plan (SAP) were the primary causes of the (\$14.8M) overage at NYCT, while overage bus maintenance and traffic were contributors to the unfavorable outcome of (\$1.0M) at MTA Bus. Other Agency variances were minor. (See Overtime Decomposition Report for more details)	(65.3)	(11.6)	The same drivers of the monthly variance continue at NYCT, which constitutes over 90% of the YTD overage. By Agency, the variances are (\$59.5M) at NYCT, (\$2.3M) at the LIRR (including higher maintenance, unscheduled service, and weather-related overtime), (\$1.7M) at MTA Bus (mainly traffic), (\$1.6M) at MNR (primarily for weather-related coverage), and (\$0.5M) at SIR (timing). These results were partially offset by a favorable variance of \$0.6M at B&T due to timing. (See Overtime Decomposition Report for more details)
Health and Welfare	NR	13.2	12.0	Accrual adjustments were mostly responsible for the favorable variance of \$14.9M at NYCT. The LIRR was favorable by \$1.0M due to vacancies. These results were partially offset by overages of (\$1.8M) at MTA Bus; (\$0.8M) at MNR due to higher rates and labor expenses; and (\$0.5M) at MTAHQ mainly due to timing.	11.0	1.5	Lower rates and accrual adjustments were mainly responsible for the favorable variance of \$14.1M at NYCT, while the LIRR was favorable by \$3.4M due to vacancies. These results were partially offset by unfavorable variances of (\$3.6M) at MNR, (\$2.1M) at MTA Bus, and (\$1.6M) at MTAHQ due to a continuance of the monthly drivers.
OPEB - Current Payment	NR	2.0	3.9	Timing was responsible for the favorable variance of \$1.1M at NYCT, while the LIRR was favorable by \$0.5M due to fewer retirees. Other agency variances were minor.	(3.1)	(0.9)	Timing was responsible for the unfavorable variance of (\$3.7M) at NYCT. MNR was unfavorable by (\$1.5M) due to additional retirees. These results were partially offset by favorable variances of \$1.7M at the LIRR due to fewer retirees, and \$0.6M at MTA Bus due to timing.
Pensions	NR	(0.9)	(0.9)	Timing was mainly responsible for the unfavorable variance of (\$1.3M) at MTAHQ and for the favorable variance of \$0.6M at the LIRR. Other agency variances were minor.	(1.4)	(0.2)	Timing was mainly responsible for unfavorable variances of (\$2.0M) at both NYCT and MTAHQ, and the favorable variances of \$2.2M at the LIRR and \$0.6M at MNR. Other agency variances were minor.

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
July 2018
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	July		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
Other Fringe Benefits	NR	0.2	0.2	The LIRR was favorable by \$3.7M due to lower Federal Employers Liability Act (FELA) indemnity reserve requirements. MTA Bus was \$1.5M favorable due to lower-than-forecasted interagency billings. These results were partially offset by an unfavorable variance of (\$5.6M) at NYCT due to lower overhead credits and higher FICA costs.	(10.3)	(1.9)	The same drivers of the monthly variance were responsible for the unfavorable YTD variance of (\$10.1M) at NYCT. The LIRR was unfavorable by (\$3.5M) due to higher Federal Employers Liability Act (FELA) indemnity reserve requirements. MTAHQ was (\$1.3M) unfavorable due to higher workmen's compensation payments. These results were partially offset by favorable variances of \$2.0M at MTA Bus due to the same drivers reported for the month; \$2.0M at MNR due to lower employee claims; and \$0.6M at B&T due to vacancies.
Reimbursable Overhead	NR	(3.2)	(8.8)	Changes in project activity assumptions were mainly responsible for unfavorable variances of (\$4.9M) at NYCT and (\$0.8M) at MTAHQ, which were partially offset by a favorable variance of \$2.4M at the LIRR. Other Agency variances were minor.	24.1	9.5	The favorable variance mainly reflects the impact of higher capital project activity: \$9.4M at the LIRR, \$6.9M at NYCT, \$5.7M at MTAHQ, and \$2.2M at MNR, which were partially offset by an unfavorable variance of (\$0.5M) at B&T.
Electric Power	NR	(4.2)	(9.5)	Unfavorable variances of (\$3.8M) at NYCT and (\$0.7M) at MNR were mostly due to timing and higher rates, respectively. Other Agency variances were minor.	4.9	1.7	A mix of lower rates and consumption, and timing were responsible for favorable variances of \$2.2M at NYCT, \$1.1M at MTAHQ (mostly timing), and \$0.9M at the LIRR (lower consumption, resulting from scheduled outages on weekends caused by construction along the right-of-way and within Penn Station).
Fuel	NR	1.8	10.4	Lower consumption and timing were mainly responsible for the favorable variance of \$2.0M at NYCT. Other agency variances were minor.	(0.5)	(0.5)	Higher prices and consumption were mostly responsible for the unfavorable variance of (\$1.2M) at NYCT. Other agency variances were minor.
Insurance	NR	2.1	*	Timing was responsible for the favorable variance of \$1.8M at FMTAC.	6.2	*	Timing was responsible for favorable variances of \$5.7M at FMTAC, \$1.3M at MTAHQ, and an unfavorable variance of (\$0.6M) at B&T.
Claims	NR	(3.5)	(13.2)	Timing was largely responsible for the unfavorable variance of (\$3.6M) at FMTAC.	(9.3)	(4.5)	Timing was largely responsible for the unfavorable variance of (\$11.2M) at FMTAC. This result was partially offset by a favorable variance of \$2.1M at the LIRR due to lower reserve requirements.
Paratransit Service Contracts	NR	(4.8)	(14.0)	Due primarily to the impact of increases in taxi/E-Hail trips.	(11.5)	(4.7)	The cause for the month also applies to the YTD unfavorable variance.
Maintenance and Other Operating Contracts	NR	22.2	30.9	The overall favorable result was mainly attributable to revised assumptions and timing: \$12.2M at NYCT mainly due to vehicle and non-vehicle maintenance and auto purchases; \$3.4M at B&T due to the E-ZPass Customer Service Center, maintenance of E-ZPass equipment, and major projects; \$3.0M at MTA Bus due to delays in shop programs, roll-outs of new bus technology, and Select Bus Service; \$2.1M at MNR due to delays for locomotive overhauls and lower expenses for miscellaneous maintenance and GCT utilities; and \$0.8M at SIR due to non-revenue vehicle purchases and various work requirements.	49.3	11.7	The drivers of the YTD variances for NYCT, MNR, B&T, MTA Bus and SIR were mainly the same as those noted for the month. YTD favorable variances were \$20.1M, \$9.0M, \$7.0M, \$5.2M and \$1.2M, respectively. Additionally, the LIRR was \$4.2M favorable due to the timing of security systems and elevator/escalator maintenance, waste services, Penn Station cleaning, non-revenue vehicle repairs, uniforms, equipment rental and joint facilities; MTAHQ was \$2.6M favorable due to the timing of maintenance and repairs related to the Gowanus project, and janitorial and facility repairs.

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
July 2018
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	July		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
Professional Service Contracts	NR	\$ 2.6	% 4.7	The overall favorable result was mainly attributable to revised assumptions and timing: \$2.1M at B&T for bond issuances, miscellaneous consulting, customer outreach, and engineering services; and \$1.3M at the LIRR due to MTA chargebacks and right-of-way and Enterprise Asset Management (EAM) initiatives. Partially offsetting these results was an unfavorable variance of (\$1.4M) at NYCT due to office-related equipment purchases and Workers Compensation Board expenses.	\$ 7.7	% 2.5	Similar to the month, revised assumptions and timing were mainly the reasons for YTD favorable results: \$12.3M at MTAHQ primarily in professional services, IT and legal expenses; \$2.9M at MNR in engineering, EAM consulting, medical services, and training; \$2.6M at B&T mainly in the same categories noted for the month; and \$0.7M at MTA Bus due to the timing of interagency chargebacks. These results were partially offset by unfavorable timing variances of (\$10.2M) at NYCT for various professional service contract requirements and Workers Compensation Board expenses; and (\$0.8M) at the LIRR for the write-off of various projects no longer eligible for capital funding, and the timing of MTA chargebacks.
Materials & Supplies	NR	9.7	(15.8)	Revised maintenance material requirements, changes in project activity levels, and timing were the main causes for favorable results of \$5.2M at NYCT (the timing of non-revenue vehicle maintenance requirements, inventory obsolescence adjustments, and increased scrap/surplus sales), and \$3.1M at MTA Bus (the timing of costs related to the new fare payment system and Select Bus Service (SBS) Rollouts). Favorable results also included \$0.8M at the LIRR (mostly for fleet modifications and Reliability Centered Maintenance [RCM] activities) and \$0.6M at MNR (primarily due to lower obsolete and excess materials reserves and other inventory adjustments).	9.3	2.5	Drivers for the month also apply to the YTD variance, and produced favorable results of \$14.8M at the LIRR, \$6.0M at MTA Bus, and \$1.5M at MNR. Partially offsetting these results was an overage of (\$12.9M) at NYCT, reflecting the timing of non-revenue vehicle maintenance requirements and changes in SAP activity.
Other Business Expenses	NR	2.3	12.1	FMTAC was \$1.0M favorable due to lower incurred general & administrative, commissions, and safety loss control expenses. NYCT was \$0.9M favorable mainly due to timing.	(1.3)	(1.0)	NYCT was (\$2.8M) unfavorable mainly due to higher miscellaneous expenses that were due, in part to timing. This result was partially offset by favorable variances of \$0.9M at MTAHQ resulting from spending restrictions on various miscellaneous expenses, and \$0.8M at B&T, due mostly to timing.
Other Expense Adjustments	NR	2.7	11.7	Variance due to timing differences in project completions.	5.0	10.4	Variance due to timing differences in project completions.
Depreciation	NR	4.2	1.8	Timing differences in project completions and assets reaching beneficial use resulted in favorable variances of \$4.8M at NYCT, \$2.1M at MNR, and \$0.6M at MTAHQ; and unfavorable variances of (\$2.4M) at the LIRR, (\$0.6M) at B&T, and (\$0.5M) at SIR.	(47.5)	(3.1)	YTD variances continue as reported for the month with unfavorable results of (\$33.2M) at NYCT, (\$21.4M) at the LIRR, (\$1.1M) at B&T, and (\$1.0M) at SIR, which were partially offset by favorable variances of \$7.2M at MNR, and \$1.8M at MTAHQ.
OPEB Liability Adjustment	NR	3.8	9.7	The GASB adjustment reflects the value associated with the unfunded accrued liability for post employment health benefits. The favorable variance of \$5.0M at MTA Bus was partially offset by an unfavorable variance of (\$1.3M) at MTAHQ.	77.9	8.3	The GASB adjustment reflects the value associated with the unfunded accrued liability for post employment health benefits. Favorable variances of \$65.3M at NYCT, \$9.7M at MTA Bus, and \$2.8M at MNR were partially offset by an unfavorable variance of (\$0.5M) at the LIRR.
GASB 68 Pension Adjustment	NR	6.7	*	Reflects Agencies' adjustments to account for net pension liability. MTA Bus was favorable by \$6.7M.	17.4	94.0	Reflects Agencies' adjustments to account for net pension liability. MTA Bus was favorable by \$13.1M, \$3.8M at MNR, and \$0.5M at SIR.
Environmental Remediation	NR	0.0	8.1	No variance.	(0.7)	(23.1)	Agency variances were minor.
Reimbursable revenue and expense activity are primarily influenced by the nature and timing of project activity. Accordingly, variances reflect the impact of the aforementioned influences as well as changes in reimbursement and vacancy assumptions, refinements to project scheduling as well as project delays/accelerations. At MTAHQ, impacts reflect reimbursable directed patrol (police coverage) requirements. The following lists the major contributors of the variance by Agency.							
Capital & Other Reimbursements	R	(27.8)	(14.3)	Unfavorable variances: (\$19.1M) at NYCT, (\$8.6M) at MTAHQ, (\$8.1M) at MNR, (\$2.1M) at MTACC, and (\$0.8M) at B&T. Favorable variance: \$11.1M at the LIRR.	(5.6)	(0.4)	Unfavorable variances: (\$34.8M) at NYCT, (\$17.1M) at MNR, (\$2.9M) at MTACC, and (\$1.1M) at B&T. Favorable variances: \$48.3M at the LIRR and \$2.0M at MTAHQ

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
July 2018
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	July		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
Payroll	R	12.5	19.5	Favorable variance: \$12.2M at NYCT.	31.6	7.2	Favorable variances: \$31.5M at NYCT, \$1.6M at MNR, and \$0.5M at both MTACC and MTAHQ. Unfavorable variance: (\$2.4M) at the LIRR.
Overtime	R	(7.5)	(47.1)	Unfavorable variances: (\$4.2M) at the LIRR and (\$3.1M) at NYCT. Other Agency variances were minor (See Overtime Decomposition Report for more details)	(41.5)	(33.8)	Unfavorable variances: (\$27.1M) at NYCT, (\$13.3M) at the LIRR, and (\$1.5M) at MNR. (See Overtime Decomposition Report for more details)
Health and Welfare	R	(0.2)	(2.8)	Unfavorable variance: (\$0.7M) at the LIRR. Other agency variances were minor.	(2.1)	(4.6)	Unfavorable variance: (\$2.5M) at the LIRR. Other agency variances were minor.
OPEB Current Payment	R	0.1	10.6	Agency variances were minor.	0.4	6.9	Agency variances were minor.
Pensions	R	(0.2)	(2.1)	Unfavorable variance: (\$0.6M) at the LIRR. Other Agency variances were minor.	(3.5)	(5.9)	Unfavorable variances: (\$2.2M) at the LIRR and (\$1.8M) at NYCT. Other Agency variances were minor.
Other Fringe Benefits	R	3.2	15.1	Favorable variance: \$4.1M at NYCT. Unfavorable variance: (\$0.9M) at the LIRR.	(0.3)	(0.2)	Unfavorable variance: (\$3.3M) at the LIRR. Favorable variance: \$2.8M at NYCT.
Reimbursable Overhead	R	3.2	8.8	Favorable variances: \$4.9M at NYCT and \$0.8M at MTAHQ. Unfavorable variance: (\$2.4M) at the LIRR.	(24.0)	(9.5)	Unfavorable variances: (\$9.4M) at the LIRR, (\$6.9M) at NYCT, (\$5.7M) at MTAHQ, and (\$2.1M) at MNR. Favorable variance: \$0.5M
Electric Power	R	(0.1)	(56.1)	Minor variance.	(0.1)	(17.0)	Minor variance.
Fuel	R	(0.1)	*	Agency variances were minor.	(0.3)	*	Agency variances were minor.
Insurance	R	0.2	11.8	Agency variances were minor.	0.6	7.7	Favorable variance: \$0.7M at MNR.
Maintenance and Other Operating Contracts	R	1.7	18.2	Favorable variance: \$2.7M at NYCT. Unfavorable variance: (\$1.2M) at the LIRR.	8.6	13.4	Favorable variance: \$20.6M at NYCT. Unfavorable variances: (\$7.7M) at MNR and (\$4.7M) at the LIRR.
Professional Service Contracts	R	14.8	*	Favorable variances: \$7.7M at MTAHQ, \$4.9M at MNR, and \$1.2M at both MTACC and NYCT.	28.8	38.4	Favorable variances: \$18.2M at MNR, \$7.6M at NYCT, \$3.2M at MTAHQ, and \$1.7M at MTACC. Unfavorable variance: (\$2.0M) at the LIRR.
Materials & Supplies	R	2.5	16.6	Favorable variance: \$3.7M at MNR. Unfavorable variance: (\$1.0M) at NYCT.	12.0	12.0	Favorable variances: \$12.3M at NYCT and \$7.5M at MNR. Unfavorable variance: (\$7.9M) at the LIRR.
Other Business Expenses	R	(2.2)	*	Unfavorable variance: (\$2.1M) at NYCT.	(4.5)	*	Unfavorable variances: (\$4.0M) at NYCT and (\$0.6M) at the LIRR.
Subsidies	NR	(162.7)	(26.3)	The unfavorable accrual variance of \$162.7M was mainly due to lower-than-budgeted PMT of (\$109.1M), lower PMT Replacement Fund revenue of (\$48.9M) and lower MTA Aid revenue of (\$31.8M), all of which were attributable to timing of accruals. City Subsidy to MTA Bus was also unfavorable by (\$17.5M), due to timing. This was offset by favorable accruals for Urban Tax of \$45.8M, due to stronger-than-expected real estate activity in NYC.	(115.5)	(2.3)	The unfavorable YTD variance of \$115.5M was mainly due to lower-than-budgeted accruals for PMT (\$109.1M) and PMT Replacement Fund (\$48.9M) and lower MTA Aid revenue of (\$30.7M), all of which were attributable to timing of accruals. Unfavorable City Subsidy to MTA Bus of (\$36M) was also due to timing. This was offset by favorable accruals for PBT of \$63.1M, due to timing, and Urban Tax of \$45.8M due to stronger-than-budgeted real estate activity in NYC.
Debt Service	NR	22.8	9.9	Favorable variance of \$22.8 million due to the reversal of timing adjustments that were inadvertently double counted in June.	3.4	0.2	Favorable Year-to-Date variance of \$3.4 million primarily due to the reversal of timing related adjustments made in June, and lower than budgeted rates.

METROPOLITAN TRANSPORTATION AUTHORITY
Overtime Decomposition Report
Mid-Year Forecast vs. Actuals
July 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.

July 2018 Overtime Reporting - Preliminary Results

Month – Non-Reimbursable

Total overtime was (\$16.5M), or (20.6%), unfavorable to the Mid-Year Forecast. NYCT generated the lion share of this overage (\$14.8M), or (89.7%).

Other was (\$5.2M) unfavorable, mainly due to an incorrect accounting entry that will be reversed in August at NYCT (\$5.8M), partially offset by a favorable variance of \$0.7M at MNR due to timing-related differences between payroll and calendar cutoff dates.

Unscheduled Service was (\$4.6M) unfavorable, mainly reflecting the impact of subway service delays at NYCT (\$3.8M); and increased traffic at MTA Bus (\$0.7M).

Programmatic/Routine Maintenance was (\$3.2M) unfavorable, mainly due to the timing of SAP project work at NYCT (\$1.9M). MTA Bus was (\$0.7M) unfavorable as a result of increased maintenance work required to keep outmoded fleet in a state of good repair.

Vacancy/Absentee Coverage was (\$3.0M) unfavorable, mainly due to coverage required for station agents, bus dispatchers, and track and signal hourly employees (including SAP requirements) at NYCT (\$3.3M). This overage was partially offset by favorable variances of \$0.6M at MTA Bus due to improved availability among bus operators.

Month - Reimbursable

Reimbursable Overtime exceeded the Mid-Year Forecast by (\$7.5M), mainly due to Main Line double-track work, East Side Access, East Rail Yard, Jamaica capacity improvements, Hicksville Station improvements, PSE&G pole replacements, and the Annual Track program at the LIRR (\$4.2M); and vacancy/absentee coverage, the timing of a non-reimbursable/reimbursable reclassification entry, and additional capital support requirements at NYCT (\$3.1M).

YTD – Non-Reimbursable

Total overtime was (\$65.4M), or (11.6%), unfavorable to the Mid-Year Forecast. Of this amount, NYCT comprised (\$59.5M) or 91.0% of the overage.

METROPOLITAN TRANSPORTATION AUTHORITY
Overtime Decomposition Report
Mid-Year Forecast vs. Actuals
July 2018

Unscheduled Service was (\$27.6M) unfavorable. YTD results reflect the continuance of factors noted for the month at NYCT (\$25.6M) and MTA Bus (\$1.4M); and additional operational support required to improve on-time performance at the LIRR (\$0.7M). NYCT's variance also reflects the timing of SAP project work.

Vacancy/Absentee Coverage was (\$17.6M) unfavorable. YTD results mainly reflect the continuance of factors noted for the month at NYCT (\$20.5M), partially offset by favorable variances of \$1.9M at the LIRR due to fewer tours and higher availability within the Transportation Department, and \$1.1M at MTA Bus due to the continuation of factors noted for the month.

Programmatic/Routine Maintenance was (\$11.0M) unfavorable. YTD results reflect the continuance of factors noted for the month at NYCT (\$6.8M) and MTA Bus (\$1.4M), as well as additional coverage required for the Wreck Lead Bridge timber track renewal project, additional night time emergency crew, replacement of defective concrete ties, undercutting track maintenance, and the Sperry Rail Car initiative at the LIRR (\$2.5M).

Other was (\$9.9M) unfavorable, reflecting the continuance of factors noted for the month at NYCT (\$9.5M), and at MNR of \$0.5M. NYCT's variance also reflects reimbursable charges incorrectly recorded as non-reimbursable which will be corrected in the next cycle.

Weather Emergencies were unfavorable by (\$3.3M), mainly reflecting greater coverage requirements at MNR (\$2.7M).

Scheduled Service was \$3.9M favorable, mainly due to timing and vacancies within the Department of Buses at NYCT, \$2.9M, and lower requirements at MNR, \$0.5M.

YTD – Reimbursable

Reimbursable Overtime exceeded the Mid-Year Forecast by (\$41.5M), reflecting the continuance of factors noted for the month at NYCT (\$27.1M), and at the LIRR (\$13.3M); and higher activity for the Cyclical Track Program, the Turnouts Yard/Siding Project, and the C-31 Track Program at MNR (\$1.5M).

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

	July			July Year-to-Date		
	Mid-Year Forecast	Actuals	Var-Fav(Unfav)	Mid-Year Forecast	Actuals	Var-Fav(Unfav)
Non-Rebursable Overtime						
<u>Scheduled Service</u>	\$20.5	\$20.6	(\$0.1) -0.4%	\$141.3	\$137.4	\$3.9 2.7%
<u>Unscheduled Service</u>	\$12.3	\$16.9	(\$4.6) -37.8%	\$87.0	\$114.6	(\$27.6) -31.7%
<u>Programmatic/Routine Maintenance</u>	\$30.7	\$33.9	(\$3.2) -10.3%	\$192.7	\$203.7	(\$11.0) -5.7%
<u>Unscheduled Maintenance</u>	\$0.2	\$0.4	(\$0.2) -99.5%	\$1.5	\$1.5	\$0.0 0.6%
<u>Vacancy/Absentee Coverage</u>	\$12.3	\$15.3	(\$3.0) -24.2%	\$68.2	\$85.9	(\$17.6) -25.9%
<u>Weather Emergencies</u>	\$0.5	\$1.0	(\$0.5) -86.1%	\$49.9	\$53.3	(\$3.3) -6.7%
<u>Safety/Security/Law Enforcement</u>	\$1.3	\$1.1	\$0.2 16.4%	\$15.3	\$15.0	\$0.3 2.0%
<u>All Other</u>	\$2.6	\$7.9	(\$5.2) *	\$9.7	\$19.6	(\$9.9) -102.9%
Subtotal	\$80.5	\$97.0	(\$16.5) -20.6%	\$565.6	\$630.9	(\$65.4) -11.6%
Reimbursable Overtime	\$15.9	\$23.4	(\$7.5) -47.1%	\$122.8	\$164.3	(\$41.5) -33.8%
Total Overtime	\$96.4	\$120.4	(\$24.0) -24.9%	\$688.4	\$795.3	(\$106.9) -15.5%

* 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

Type

Definition

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

Metropolitan Transportation Authority
July Financial Plan - 2018 Mid-Year Forecast
Consolidated Subsidies - Accrued Basis

(\$ in millions)

Accrued Subsidies:

Dedicated Taxes

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$0.0	\$0.0	\$0.0	\$1,686.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,686.6
Petroleum Business Tax (PBT)	-	49.3	99.9	-	47.4	48.0	67.1	50.7	107.7	-	45.7	109.4	625.2
Mortgage Recording Tax (MRT) - 1 (Gross)	28.0	21.0	22.6	24.9	29.2	23.1	29.0	29.0	29.0	29.0	29.0	29.0	323.0
Mortgage Recording Tax (MRT) - 2 (Gross)	11.5	9.3	10.2	9.8	11.2	10.8	14.5	14.5	14.5	14.5	14.5	14.5	149.5
Other MRT Adjustments	-	-	(2.6)	-	-	(2.6)	-	-	(2.6)	-	-	(2.6)	(10.2)
Urban Tax	51.4	46.5	61.2	68.7	58.8	46.2	32.7	32.7	32.7	32.7	32.7	32.7	529.2
Investment Income	-	-	0.3	-	-	0.3	-	-	0.3	-	-	0.3	1.2
	\$90.9	\$126.1	\$191.7	\$1,790.0	\$146.6	\$125.7	\$143.3	\$126.9	\$181.7	\$76.2	\$121.9	\$183.4	\$3,304.5

PMT and MTA Aid

Payroll Mobility Tax	\$145.0	\$210.0	\$127.8	\$0.0	\$135.5	\$259.5	\$108.1	\$108.1	\$108.1	\$108.1	\$108.1	\$108.1	\$1,526.4
Payroll Mobility Tax Replacement Funds	-	-	-	-	48.9	-	48.9	-	48.9	-	48.9	48.9	244.3
MTA Aid	-	-	66.5	-	-	80.0	-	-	78.2	-	-	78.2	303.0
	\$145.0	\$210.0	\$194.3	\$0.0	\$184.4	\$339.5	\$157.0	\$108.1	\$235.2	\$108.1	\$157.0	\$235.2	\$2,073.7

New Funding Sources

NYS Operating Support for SAP	-	-	-	\$46.4	\$46.4	\$46.4	\$46.4	\$46.4	\$21.8	-	-	-	\$254.0
NYC Operating Support for SAP	-	-	-	-	-	69.7	69.7	69.7	45.0	-	-	-	254.0
NYC Transportation Assistance Fund	-	-	-	-	-	-	-	-	-	-	-	-	0.0
	\$0.0	\$0.0	\$0.0	\$46.4	\$46.4	\$116.1	\$116.1	\$116.1	\$66.8	\$0.0	\$0.0	\$0.0	\$508.0

State and Local Subsidies

NYS Operating Assistance	\$0.0	\$0.0	\$0.0	\$187.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$187.9
NYC and Local 18b:													
New York City	-	-	-	1.9	-	-	123.7	-	-	-	-	35.0	160.5
Nassau County	-	-	-	11.6	-	-	-	-	-	-	-	-	11.6
Suffolk County	-	-	-	7.5	-	-	-	-	-	-	-	-	7.5
Westchester County	-	-	-	7.3	-	-	-	-	-	-	-	-	7.3
Putnam County	-	-	-	0.4	-	-	-	-	-	-	-	-	0.4
Dutchess County	-	-	-	0.4	-	-	-	-	-	-	-	-	0.4
Orange County	-	-	-	0.1	-	-	-	-	-	-	-	-	0.1
Rockland County	-	-	-	0.0	-	-	-	-	-	-	-	-	0.0
Station Maintenance	13.8	13.8	13.8	14.4	14.1	14.1	14.6	14.6	14.6	14.6	14.6	14.6	171.5
	\$13.8	\$13.8	\$13.8	\$231.5	\$14.1	\$14.1	\$138.2	\$14.6	\$14.6	\$14.6	\$14.6	\$49.6	\$547.3

Sub-total Dedicated Taxes & State and Local Subsidies

	\$249.8	\$349.9	\$399.8	\$2,068.0	\$391.5	\$595.5	\$554.6	\$365.7	\$498.2	\$198.9	\$293.4	\$468.2	\$6,433.4
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Other Funding Adjustments

City Subsidy for MTA Bus	\$51.0	\$35.4	\$43.6	\$33.3	\$38.2	\$47.0	\$53.8	\$54.1	\$46.9	\$47.7	\$48.3	\$49.1	\$548.4
City Subsidy for SIRTOA	-	-	-	-	-	-	-	-	-	48.8	-	-	48.8
CDOT Subsidies	16.1	12.9	13.8	9.2	10.2	9.4	9.9	10.1	10.0	9.8	1.9	3.9	117.2

Total Dedicated Taxes & State and Local Subsidies

	\$316.9	\$398.2	\$457.2	\$2,110.6	\$439.9	\$651.9	\$618.2	\$429.9	\$555.1	\$305.2	\$343.6	\$521.2	\$7,147.9
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B&T Operating Surplus Transfer	\$56.6	\$40.9	\$55.8	\$68.5	\$82.1	\$53.4	\$49.4	\$54.7	\$35.0	\$44.2	\$41.2	\$10.0	\$591.8
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Total Subsidies	\$373.6	\$439.1	\$513.0	\$2,179.0	\$522.0	\$705.2	\$667.6	\$484.6	\$590.1	\$349.4	\$384.8	\$531.2	\$7,739.7
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Metropolitan Transportation Authority
July Financial Plan - 2018 Mid-Year Forecast
Consolidated Subsidies - Cash Basis
(\$ in millions)

Cash Subsidies:**Dedicated Taxes**

Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$0.0	\$0.0	\$0.0	\$0.0	\$162.1	\$166.0	\$149.6	\$157.3	\$147.5	\$198.0	\$221.4	\$484.6	\$1,686.6
Petroleum Business Tax (PBT)	59.1	49.3	45.1	54.8	47.4	48.0	67.1	50.7	45.7	62.0	45.7	49.6	624.5
Mortgage Recording Tax (MRT) - 1 (Gross)	25.1	28.0	21.0	22.6	24.9	29.3	27.6	27.6	27.6	27.6	27.6	27.6	316.4
Mortgage Recording Tax (MRT) - 2 (Gross)	11.0	11.5	9.3	10.2	9.8	11.2	12.1	12.1	12.1	12.1	12.1	12.1	135.4
Other MRT Adjustments	-	-	(1.3)	-	-	(1.3)	-	-	(1.3)	-	-	(29.7)	(33.4)
Urban Tax	43.0	51.4	46.5	61.2	68.7	58.8	46.3	46.3	46.3	46.3	46.3	46.3	607.4
Investment Income	-	-	0.3	-	-	0.3	-	-	0.3	-	-	0.3	1.2

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
\$138.2	\$140.2	\$120.9	\$148.8	\$313.0	\$312.4	\$302.6	\$294.0	\$278.2	\$345.9	\$353.0	\$590.7	\$3,338.0

PMT and MTA Aid

Payroll Mobility Tax	\$145.0	\$210.0	\$70.0	\$135.0	\$135.5	\$111.2	\$103.8	\$118.1	\$110.1	\$103.7	\$121.8	\$162.1	\$1,526.4
Payroll Mobility Tax Replacement Funds	-	-	-	-	48.9	-	48.9	-	48.9	-	48.9	48.9	244.3
MTA Aid	-	-	40.0	-	-	80.0	-	-	91.5	-	-	91.5	303.0

\$145.0	\$210.0	\$110.0	\$135.0	\$184.4	\$191.2	\$152.7	\$118.1	\$250.5	\$103.7	\$170.7	\$302.4	\$2,073.7
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New Funding Sources

NYS Operating Support for SAP	\$0.0	\$0.0	\$0.0	\$28.2	\$28.2	\$28.2	\$28.2	\$28.2	\$28.2	\$28.2	\$28.2	\$28.2	\$254.0
NYC Operating Support for SAP	-	-	-	-	-	-	42.3	42.3	42.3	42.3	42.3	42.3	\$254.0

\$0.0	\$0.0	\$0.0	\$28.2	\$28.2	\$28.2	\$70.6	\$70.6	\$70.6	\$70.6	\$70.6	\$70.6	\$508.0
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State and Local Subsidies

NYS Operating Assistance	\$0.0	\$0.0	\$0.0	\$0.0	\$47.0	\$0.0	\$0.0	\$47.0	\$0.0	\$0.0	\$47.0	\$47.0	\$187.9
NYC and Local 18b:													
New York City	-	-	0.5	-	-	0.5	123.7	-	0.5	-	-	35.5	160.5
Nassau County	-	-	2.9	-	-	2.9	-	-	2.9	-	-	2.9	11.6
Suffolk County	-	-	1.9	-	-	1.9	-	-	1.9	-	-	1.9	7.5
Westchester County	-	-	1.8	-	-	1.8	-	-	1.8	-	-	1.8	7.3
Putnam County	-	-	0.1	-	-	0.1	-	-	0.1	-	-	0.1	0.4
Dutchess County	-	-	0.1	-	-	0.1	-	-	0.1	-	-	0.1	0.4
Orange County	-	-	0.0	-	-	0.0	-	-	0.0	-	-	0.0	0.1
Rockland County	-	-	0.0	-	-	0.0	-	-	0.0	-	-	0.0	0.0
Station Maintenance	-	-	-	-	-	-	-	78.6	-	90.0	-	-	168.7

\$0.0	\$0.0	\$7.3	\$0.0	\$47.0	\$7.3	\$123.7	\$125.6	\$7.3	\$90.0	\$47.0	\$89.3	\$544.5
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Other Subsidy Adjustments

NYCT Charge Back of MTA Bus Debt Service	-	-	-	-	-	-	-	-	(11.5)	-	-	-	(11.5)
Forward Energy Contracts Program - Gain/(Loss)	-	-	-	-	-	-	-	-	-	-	-	14.0	14.0
MNR Repayment for 525 North Broadway	-	-	-	-	-	-	-	-	-	-	-	(2.4)	(2.4)
Committed to Capital Program	-	-	-	-	-	-	-	-	-	-	-	(38.8)	(38.8)
Drawdown GASB 45 OPEB Reserves	-	-	-	-	-	-	-	-	-	-	-	132.7	132.7

\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$11.5)	\$0.0	\$0.0	\$105.6	\$94.1
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Sub-total Dedicated Taxes & State and Local Subsidies

\$283.2	\$350.2	\$238.3	\$312.1	\$572.5	\$539.1	\$649.5	\$608.2	\$595.0	\$610.2	\$641.2	\$1,158.6	\$6,558.2
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Other Funding Adjustments

City Subsidy to MTA Bus	\$18.5	\$18.5	\$18.5	\$18.5	\$18.5	\$79.5	\$18.5	\$81.2	\$18.5	\$78.1	\$18.5	\$133.9	\$520.7
City Subsidy to Staten Island Railway (SIRTOA)	-	-	-	-	-	-	-	-	-	58.5	-	-	58.5
CDOT Subsidies	16.6	12.3	13.8	9.2	10.2	9.4	9.9	3.9	10.0	9.8	8.2	3.6	116.8

\$318.4	\$381.1	\$270.5	\$339.8	\$601.3	\$628.0	\$677.9	\$693.3	\$623.5	\$756.7	\$667.9	\$1,296.0	\$7,254.2
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Inter-agency Subsidy Transactions

B&T Operating Surplus Transfer	\$0.0	\$154.5	\$36.8	\$50.2	\$61.6	\$73.9	\$48.0	\$44.5	\$49.3	\$31.5	\$39.8	\$46.1	\$636.2
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Total Subsidies

\$318.4	\$535.6	\$307.3	\$390.0	\$662.9	\$701.9	\$725.9	\$737.8	\$672.7	\$788.2	\$707.7	\$1,342.1	\$7,890.4
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Metropolitan Transportation Authority
July Financial Plan - 2018 Mid-Year Forecast
New York City Transit Subsidies - Cash Basis
(\$ in millions)

Cash Subsidies:

Dedicated Taxes

Metropolitan Mass Transportation Operating Assistance (MMTOA)
Petroleum Business Tax (PBT)
Urban Tax

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$0.0	\$0.0	\$0.0	\$0.0	\$108.9	\$111.5	\$100.5	\$105.7	\$99.3	\$133.4	\$149.1	\$327.5	\$1,136.0
Petroleum Business Tax (PBT)	50.2	41.9	38.3	46.6	40.3	40.8	57.0	43.1	38.9	52.7	38.9	42.1	530.8
Urban Tax	43.0	51.4	46.5	61.2	68.7	58.8	46.3	46.3	46.3	46.3	46.3	46.3	607.4
	\$93.2	\$93.3	\$84.8	\$107.8	\$218.0	\$211.2	\$203.8	\$195.1	\$184.5	\$232.3	\$234.3	\$416.0	\$2,274.2
PMT and MTA Aid													
Payroll Mobility Tax	\$69.2	\$100.2	\$33.4	\$64.4	\$64.6	\$53.0	\$49.5	\$56.3	\$52.5	\$49.5	\$58.1	\$77.3	\$728.0
Payroll Mobility Tax Replacement Funds	-	-	-	-	35.3	-	35.3	-	35.3	-	35.3	35.3	176.5
MTA Aid	-	-	28.9	-	-	57.8	-	-	66.1	-	-	66.1	218.9
	\$69.2	\$100.2	\$62.3	\$64.4	\$99.9	\$110.8	\$84.8	\$56.3	\$153.9	\$49.5	\$93.4	\$178.7	\$1,123.5
New Funding Sources													
NYS Operating Support for SAP	\$0.0	\$0.0	\$0.0	\$28.2	\$28.2	\$28.2	\$28.2	\$28.2	\$28.2	\$28.2	\$28.2	\$28.2	\$254.0
NYC Operating Support for SAP	-	-	-	-	-	-	42.3	42.3	42.3	42.3	42.3	42.3	254.0
	\$0.0	\$0.0	\$0.0	\$28.2	\$28.2	\$28.2	\$70.6	\$70.6	\$70.6	\$70.6	\$70.6	\$70.6	\$508.0
NYS Operating Assistance	\$0.0	\$0.0	\$0.0	\$0.0	\$39.5	\$0.0	\$0.0	\$39.5	\$0.0	\$0.0	\$39.5	\$39.5	\$158.1
NYC and Local 18b:													
New York City	-	-	-	-	-	-	123.1	-	-	-	-	35.0	158.1
Nassau County	-	-	-	-	-	-	-	-	-	-	-	-	-
Suffolk County	-	-	-	-	-	-	-	-	-	-	-	-	-
Westchester County	-	-	-	-	-	-	-	-	-	-	-	-	-
Putnam County	-	-	-	-	-	-	-	-	-	-	-	-	-
Dutchess County	-	-	-	-	-	-	-	-	-	-	-	-	-
Orange County	-	-	-	-	-	-	-	-	-	-	-	-	-
Rockland County	-	-	-	-	-	-	-	-	-	-	-	-	-
CDOT Subsidies	-	-	-	-	-	-	-	-	-	-	-	-	-
Station Maintenance	-	-	-	-	-	-	-	-	-	-	-	-	-
	\$0.0	\$0.0	\$0.0	\$0.0	\$39.5	\$0.0	\$123.1	\$39.5	\$0.0	\$0.0	\$39.5	\$74.5	\$316.2
Other Subsidy Adjustments													
NYCT Charge Back of MTA Bus Debt Service	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$11.5)	\$0.0	\$0.0	\$0.0	(\$11.5)
Forward Energy Contracts Program - Gain/(Loss)	-	-	-	-	-	-	-	-	-	-	-	9.8	9.8
Committed to Capital Program	-	-	-	-	-	-	-	-	-	-	-	(139.5)	(139.5)
Drawdown GASB 45 OPEB Reserves	-	-	-	-	-	-	-	-	-	-	-	59.2	59.2
	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$11.5)	\$0.0	\$0.0	(\$70.5)	(\$82.0)
Total Dedicated Taxes & State and Local Subsidies	\$162.4	\$193.4	\$147.1	\$200.4	\$385.6	\$350.2	\$482.3	\$361.5	\$397.5	\$352.4	\$437.8	\$669.2	\$4,139.9
Inter-agency Subsidy Transactions													
B&T Operating Surplus Transfer	\$0.0	\$61.9	\$14.0	\$20.6	\$26.3	\$32.5	\$19.6	\$17.8	\$20.2	\$11.3	\$15.5	\$14.1	\$253.9
Total Subsidies	\$162.4	\$255.4	\$161.1	\$221.1	\$412.0	\$382.7	\$501.9	\$379.3	\$417.7	\$363.7	\$453.3	\$683.3	\$4,393.8

Metropolitan Transportation Authority
July Financial Plan - 2018 Mid-Year Forecast
Commuter Railroads Subsidies - Cash Basis
(\$ in millions)

Cash Subsidies:

Dedicated Taxes

Metropolitan Mass Transportation Operating Assistance (MMTOA)
Petroleum Business Tax (PBT)
Mortgage Recording Tax (MRT) - 1 (Gross)
Mortgage Recording Tax (MRT) - 2 (Gross)
Other MRT Adjustments
Urban Tax
Investment Income

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$0.0	\$0.0	\$0.0	\$0.0	\$52.8	\$54.1	\$48.7	\$51.3	\$47.8	\$64.2	\$71.7	\$155.9	\$546.5
Petroleum Business Tax (PBT)	8.9	7.4	6.8	8.2	7.1	7.2	10.1	7.6	6.9	9.3	6.9	7.4	93.7
Mortgage Recording Tax (MRT) - 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
Mortgage Recording Tax (MRT) - 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
Other MRT Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-
Urban Tax	-	-	-	-	-	-	-	-	-	-	-	-	-
Investment Income	-	-	0.3	-	-	0.3	-	-	0.3	-	-	0.3	1.2
	\$8.9	\$7.4	\$7.1	\$8.2	\$59.9	\$61.6	\$58.8	\$58.9	\$54.9	\$73.5	\$78.6	\$163.6	\$641.4
PMT and MTA Aid													
Payroll Mobility Tax	\$26.5	\$38.5	\$12.8	\$24.7	\$24.8	\$20.4	\$19.0	\$21.6	\$20.2	\$19.0	\$22.3	\$29.7	\$279.5
Payroll Mobility Tax Replacement Funds	-	-	-	-	13.6	-	13.6	-	13.6	-	13.6	13.6	67.8
MTA Aid	-	-	11.1	-	-	22.2	-	-	25.4	-	-	25.4	84.1
	\$26.5	\$38.5	\$23.9	\$24.7	\$38.4	\$42.6	\$32.6	\$21.6	\$59.1	\$19.0	\$35.9	\$68.6	\$431.3
State and Local Subsidies													
NYS Operating Assistance	\$0.0	\$0.0	\$0.0	\$0.0	\$7.3	\$0.0	\$0.0	\$7.3	\$0.0	\$0.0	\$7.3	\$7.3	\$29.3
NYC and Local 18b:													
New York City	-	-	0.5	-	-	0.5	-	-	0.5	-	-	0.5	1.9
Nassau County	-	-	2.9	-	-	2.9	-	-	2.9	-	-	2.9	11.6
Suffolk County	-	-	1.9	-	-	1.9	-	-	1.9	-	-	1.9	7.5
Westchester County	-	-	1.8	-	-	1.8	-	-	1.8	-	-	1.8	7.3
Putnam County	-	-	0.1	-	-	0.1	-	-	0.1	-	-	0.1	0.4
Dutchess County	-	-	0.1	-	-	0.1	-	-	0.1	-	-	0.1	0.4
Orange County	-	-	0.0	-	-	0.0	-	-	0.0	-	-	0.0	0.1
Rockland County	-	-	0.0	-	-	0.0	-	-	0.0	-	-	0.0	0.0
Station Maintenance	-	-	-	-	-	-	-	78.6	-	90.0	-	-	168.7
	\$0.0	\$0.0	\$7.3	\$0.0	\$7.3	\$7.3	\$0.0	\$85.9	\$7.3	\$90.0	\$7.3	\$14.6	\$227.2
Other Subsidy Adjustments													
MNR Repayment for 525 North Broadway	-	-	-	-	-	-	-	-	-	-	-	(2.4)	(2.4)
Forward Energy Contract Program - Gain/(Loss)	-	-	-	-	-	-	-	-	-	-	-	4.2	4.2
Committed to Capital Program	-	-	-	-	-	-	-	-	-	-	-	100.7	100.7
Drawdown GASB 45 OPEB Reserves	-	-	-	-	-	-	-	-	-	-	-	73.6	73.6
	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$176.1	\$176.1
Total Dedicated Taxes & State and Local Subsidies	\$35.4	\$45.8	\$38.3	\$32.9	\$105.6	\$111.5	\$91.4	\$166.4	\$121.4	\$182.5	\$121.8	\$423.0	\$1,476.0
Other Funding Agreements													
CDOT Subsidy for Metro-North Railroad	16.6	12.3	13.8	9.2	10.2	9.4	9.9	3.9	10.0	9.8	8.2	3.6	116.8
Inter-agency Subsidy Transactions													
B&T Operating Surplus Transfer	-	92.6	22.9	29.6	35.3	41.4	28.4	26.6	29.0	20.1	24.3	32.0	382.3
Total Subsidies	\$52.0	\$150.8	\$74.9	\$71.7	\$151.1	\$162.2	\$129.6	\$197.0	\$160.3	\$212.4	\$154.2	\$458.6	\$1,975.0

Metropolitan Transportation Authority
July Financial Plan - 2018 Mid-Year Forecast
Staten Island Railway Subsidies - Cash Basis
(\$ in millions)

Cash Subsidies:

Dedicated Taxes

Metropolitan Mass Transportation Operating Assistance (MMTOA)
Petroleum Business Tax (PBT)
Mortgage Recording Tax (MRT) - 1 (Gross)
Mortgage Recording Tax (MRT) - 2 (Gross)
Other MRT Adjustments
Urban Tax

State and Local Subsidies

NYS Operating Assistance

NYC and Local 18b:

New York City
Nassau County
Suffolk County
Westchester County
Putnam County
Dutchess County
Orange County
Rockland County

Total Dedicated Taxes & State and Local Subsidies

Other Funding Agreements

City Subsidy to Staten Island Railway (SIRTOA)

Total Subsidies

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.5	\$0.5	\$1.2	\$4.1
Petroleum Business Tax (PBT)	-	-	-	-	-	-	-	-	-	-	-	-	-
Mortgage Recording Tax (MRT) - 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
Mortgage Recording Tax (MRT) - 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	-
Other MRT Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-
Urban Tax	-	-	-	-	-	-	-	-	-	-	-	-	-
	\$0.0	\$0.0	\$0.0	\$0.0	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.5	\$0.5	\$1.2	\$4.1
NYS Operating Assistance	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1	\$0.0	\$0.0	\$0.1	\$0.0	\$0.0	\$0.1	\$0.1	\$0.6
NYC and Local 18b:													
New York City	-	-	-	-	-	-	0.6	-	-	-	-	-	0.6
Nassau County	-	-	-	-	-	-	-	-	-	-	-	-	-
Suffolk County	-	-	-	-	-	-	-	-	-	-	-	-	-
Westchester County	-	-	-	-	-	-	-	-	-	-	-	-	-
Putnam County	-	-	-	-	-	-	-	-	-	-	-	-	-
Dutchess County	-	-	-	-	-	-	-	-	-	-	-	-	-
Orange County	-	-	-	-	-	-	-	-	-	-	-	-	-
Rockland County	-	-	-	-	-	-	-	-	-	-	-	-	-
	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1	\$0.0	\$0.6	\$0.1	\$0.0	\$0.0	\$0.1	\$0.1	\$1.1
Total Dedicated Taxes & State and Local Subsidies	\$0.0	\$0.0	\$0.0	\$0.0	\$0.5	\$0.4	\$0.9	\$0.5	\$0.4	\$0.5	\$0.7	\$1.3	\$5.2
City Subsidy to Staten Island Railway (SIRTOA)	-	-	-	-	-	-	-	-	-	58.5	-	-	\$58.5
Total Subsidies	\$0.0	\$0.0	\$0.0	\$0.0	\$0.5	\$0.4	\$0.9	\$0.5	\$0.4	\$59.0	\$0.7	\$1.3	\$63.7

Metropolitan Transportation Authority
July Financial Plan - 2018 Mid-Year Forecast
MTA Headquarters Subsidies - Cash Basis
(\$ in millions)

Cash Subsidies:

Dedicated Taxes

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
MMTOA ^(a)	\$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	-	-	-	-	-	-	-	-	-	-	-	-	-
MRT ^(b) 1 (Gross)	25.1	28.0	21.0	22.6	24.9	29.3	27.6	27.6	27.6	27.6	27.6	27.6	316.4
MRT ^(b) 2 (Gross)	11.0	11.5	9.3	10.2	9.8	11.2	12.1	12.1	12.1	12.1	12.1	12.1	135.4
Other MRT ^(b) Adjustments	-	-	(1.3)	-	-	(1.3)	-	-	(1.3)	-	-	(29.7)	(33.4)
Urban Tax	-	-	-	-	-	-	-	-	-	-	-	-	-
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-	-
	\$36.1	\$39.6	\$29.1	\$32.8	\$34.7	\$39.2	\$39.6	\$39.6	\$38.4	\$39.6	\$39.6	\$9.9	\$418.3

PMT and MTA Aid

Payroll Mobility Tax	\$49.3	\$71.4	\$23.8	\$45.9	\$46.1	\$37.8	\$35.3	\$40.1	\$37.4	\$35.3	\$41.4	\$55.1	\$518.9
Payroll Mobility Tax Replacement Funds	-	-	-	-	-	-	-	-	-	-	-	-	-
MTA Aid ^(c)	-	-	-	-	-	-	-	-	-	-	-	-	-
	\$49.3	\$71.4	\$23.8	\$45.9	\$46.1	\$37.8	\$35.3	\$40.1	\$37.4	\$35.3	\$41.4	\$55.1	\$518.9

State and Local Subsidies

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	-	-	-	-	-	-	-	-	-	-	-	-	-
Station Maintenance	-	-	-	-	-	-	-	-	-	-	-	-	-
	\$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

Total Dedicated Taxes & State and Local Subsidies

B&T Operating Surplus Transfer	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Subsidies	\$85.4	\$110.9	\$52.9	\$78.7	\$80.8	\$77.0	\$74.9	\$79.8	\$75.8	\$74.9	\$81.0	\$65.0	\$937.2

Metropolitan Transportation Authority
July Financial Plan - 2018 Mid-Year Forecast
MTA Bus Company Subsidies - Cash Basis
(\$ in millions)

Cash Subsidies:

City Subsidy to MTA Bus

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
\$18.5	\$18.5	\$18.5	\$18.5	\$18.5	\$79.5	\$18.5	\$81.2	\$18.5	\$78.1	\$18.5	\$133.9	\$520.7

(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:			08/01/18	08/01/18	08/01/18	01/01/18	01/01/18	01/01/18
To Date:			08/31/18	08/31/18	08/31/18	08/31/18	08/31/18	08/31/18
<u>Opening Balance</u>			-\$124.496	\$378.709	\$254.213	\$37.609	\$180.101	\$217.710
<u>RECEIPTS</u>								
Interest Earnings			-0.353	0.435	0.082	-1.181	1.533	0.351
NYCT Employee Health Contribution GASB Account - Fd #			0.000	0.000	0.000	0.000	56.472	56.472
NYCT NYCERS Savings GASB Account - Fund #1116			0.000	0.000	0.000	0.000	19.497	19.497
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	0.000	0.000	0.000	65.868	65.868
<u>New York State</u>								
State and regional mass transit taxes - MMTOA			51.288	106.046	157.334	203.770	431.346	635.116
MTTF New York State			7.605	43.095	50.700	62.925	356.575	419.500
Total Dedicated Taxes Received			58.893	149.141	208.034	266.695	787.921	1,054.616
Less DTF Debt Service			7.264	34.623	41.887	49.493	238.017	287.510
Net Dedicated Taxes for Operations			51.629	114.518	166.147	217.202	549.904	767.106
Payroll Mobility Tax			0.000	0.000	0.000	294.052	918.956	1,213.008
MTA Aid Trust Taxes			0.000	0.000	0.000	32.808	87.219	120.028
New York City Operating Assistance			0.000	0.000	0.000	0.000	193.672	193.672
Operating Assistance - 18b			7.313	39.668	46.981	14.626	79.336	93.962
NYC School Fares			0.000	0.000	0.000	0.000	0.000	0.000
NYC Subway Action Plan			0.000	77.889	77.889	0.000	217.222	217.222
NYS Subway Action Plan			0.000	0.000	0.000	0.000	185.778	185.778
NYS School Fares			0.000	6.313	6.313	0.000	12.626	12.626
Additional Mass Transp Operating Assistance			0.000	n/a	0.000	0.000	n/a	0.000
Total - New York State			\$58.942	\$238.388	\$297.330	\$558.688	\$2,244.713	\$2,803.401
<u>Local</u>								
Dutchess County								
Operating Assistance - 18b			\$0.095	n/a	\$0.095	\$0.285	n/a	\$0.285
Station Maintenance			2.472	n/a	2.472	2.472	n/a	2.472
Nassau County								
Operating Assistance - 18b			2.896	n/a	2.896	8.688	n/a	8.688
Station Maintenance			0.000	n/a	0.000	0.000	n/a	0.000
New York City								
Operating Assistance - 18b			0.000	0.000	0.000	0.468	0.000	0.468
Urban - Real Property & Mortgage Recording Tax		n/a		78.505	78.505	n/a	454.302	454.302
Additional Assistance New York City		n/a		0.000	0.000	n/a	0.000	0.000
Station Maintenance			96.006	n/a	96.006	96.006	n/a	96.006
Orange County								
Operating Assistance - 18b			0.000	n/a	0.000	0.110	n/a	0.110
Station Maintenance			0.000	n/a	0.000	0.511	n/a	0.511
Putnam County								
Operating Assistance - 18b			0.000	n/a	0.000	0.285	n/a	0.285
Station Maintenance			0.967	n/a	0.967	0.967	n/a	0.967
Rockland County								
Operating Assistance - 18b			0.000	n/a	0.000	0.015	n/a	0.015
Station Maintenance			0.000	n/a	0.000	0.000	n/a	0.000
Sulfolk County								
Operating Assistance - 18b			0.000	n/a	0.000	5.638	n/a	5.638

		<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:		08/01/18	08/01/18	08/01/18	01/01/18	01/01/18	01/01/18
To Date:		08/31/18	08/31/18	08/31/18	08/31/18	08/31/18	08/31/18
Westchester County	Station Maintenance	18.493	n/a	18.493	18.493	n/a	18.493
	Operating Assistance - 18b	0.000	n/a	0.000	5.507	n/a	5.507
	Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Total - Local		\$120.929	\$78.505	\$199.434	\$139.445	\$454.302	\$593.747

(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:	08/01/18	08/01/18	08/01/18	01/01/18	01/01/18	01/01/18
To Date:	08/31/18	08/31/18	08/31/18	08/31/18	08/31/18	08/31/18
<u>MTA Bridges and Tunnels- Surplus Transfers</u>	33.558	24.662	58.220	290.699	206.684	497.383
Total Subsidy and Other Receipts	\$213.429	\$341.555	\$554.984	\$988.832	\$2,905.699	\$3,894.531
<u>MTA Sources for Interagency Loans</u>						
Retro Payment Reserve - Fund#1302	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Inter Agency Loan	0.000	0.000	0.000	0.000	560.000	560.000
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	\$560.000	\$560.000
Total Receipts and Loans Received	\$213.077	\$341.990	\$555.066	\$987.651	\$3,609.069	\$4,596.720

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Continued on Next Page

(millions)

	<u>Current Month Stabilization Fund</u>			<u>Year to Date Stabilization Fund</u>		
	<u>Commuter</u>	<u>Transit</u>	<u>Total</u>	<u>Commuter</u>	<u>Transit</u>	<u>Total</u>
	<u>(General Fd)</u>	<u>(TA Stab)</u>		<u>(General Fd)</u>	<u>(TA Stab)</u>	
From Date:	08/01/18	08/01/18	08/01/18	01/01/18	01/01/18	01/01/18
To Date:	08/31/18	08/31/18	08/31/18	08/31/18	08/31/18	08/31/18
<u>Brought forward from prior page</u>						
Opening Balance	-\$124.496	\$378.709	\$254.213	\$37.609	\$180.101	\$217.710
Total Receipts and Loans Received	213.077	341.990	555.066	987.651	3,609.069	4,596.720
Total Cash and Receipts Available	\$88.580	\$720.699	\$809.279	\$1,025.260	\$3,789.170	\$4,814.430
<u>DISBURSEMENTS</u>						
Revenue Supported Debt Service	53.254	82.755	136.009	390.179	612.360	1,002.539
<u>Agency Operations</u>						
MTA Long Island Railroad	28.465	0.000	28.465	414.038	0.000	414.038
MTA Metro-North Rail Road	0.124	0.000	0.124	210.689	0.000	210.689
MTA New York City Transit	0.000	500.000	500.000	0.000	2,340.868	2,340.868
MTA NYCT for SIRTOA	0.000	0.000	0.000	0.000	0.680	0.680
MTA Bond Admin Cost	0.000	0.000	0.000	3.616	6.160	9.777
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	\$81.843	\$582.755	\$664.598	\$1,018.523	\$2,960.068	\$3,978.591
<u>Repayment of Interagency Loans</u>						
Payback - Trans Non-bond - Fd#1028	0.000	0.000	0.000	0.000	0.000	0.000
Transfer to Fund 1030 (NYCTA Op Fund)	0.000	0.000	0.000	0.000	600.000	600.000
Transfer to Fund 1052 (MTA Bus Co Stab Fund)	0.000	0.000	0.000	0.000	11.506	11.506
NYCT Employee Health Contribution GASB Account - Fd #	0.000	0.000	0.000	0.000	56.702	56.702
MTA BC GASB Employee Health Contribution Account - F	0.000	0.000	0.000	0.000	22.948	22.948
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	\$691.157	\$691.157
Total Disbursements	\$81.843	\$582.755	\$664.598	\$1,018.523	\$3,651.226	\$4,669.749
<u>STABILIZATION FUND BALANCE</u>	<u>\$6.737</u>	<u>\$137.944</u>	<u>\$144.681</u>	<u>\$6.737</u>	<u>\$137.944</u>	<u>\$144.681</u>
<u>Ending Loan Balances</u>						
B&T Necessary Reconstruction Reserve	0.000	0.000	0.000	0.000	0.000	0.000
MTA Capital Program - Non-Resolution Funds	0.000	0.000	0.000	0.000	0.000	0.000
MRT-2 Corporate Account	0.000	0.000	0.000	0.000	0.000	0.000
2012 OPEB Loan	0.000	0.000	0.000	0.000	0.000	0.000
	<u>\$0.000</u>	<u>\$0.000</u>	<u>\$0.000</u>	<u>\$0.000</u>	<u>\$0.000</u>	<u>\$0.000</u>
<u>End of Month NYCT Operating Fund borrowing from</u>						
<u>MTA Invest Pool not included in Ending Loan Balances</u>						
<u>above</u>	n/a	-\$454.540	-\$454.540	n/a	-\$454.540	-\$454.540
<u>Total Loan Balances (including negative Operating and negative Stabilization Fund Balances)</u>				-\$6.737	-\$592.484	-\$599.221

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - Mid-Year Forecast

Debt Service

July 2018

(\$ in millions)

	Mid-Year Forecast	Actual	Variance	% Var	Explanation
<i>Dedicated Tax Fund:</i>					
NYC Transit	\$33.9	\$34.0	(\$0.1)		
Commuter Railroads	7.4	7.1	0.2		
Dedicated Tax Fund Subtotal	\$41.2	\$41.1	\$0.1	0.3%	
<i>MTA Transportation Revenue:</i>					
NYC Transit	\$78.4	\$73.3	\$5.1		
Commuter Railroads	51.6	46.9	4.7		
MTA Bus	2.1	1.0	1.1		
SIRTOA	0.1	0.3	(0.1)		
MTA Transportation Revenue Subtotal	\$132.2	\$121.5	\$10.8	8.1%	Reversal of timing adjustments related to payment of swap interest.
<i>2 Broadway COPs:</i>					
NYC Transit	\$0.6	\$0.3	\$0.3		
Bridges & Tunnels	0.1	0.0	0.0		
MTA HQ	0.0	0.0	0.0		
Commuter Railroads	0.2	0.1	0.1		
2 Broadway COPs Subtotal	\$0.9	\$0.5	\$0.5	50.1%	Lower than budgeted rates.
<i>TBTA General Resolution (2):</i>					
NYC Transit	\$16.7	\$12.5	\$4.3		
Commuter Railroads	7.6	5.6	1.9		
Bridges & Tunnels	22.2	16.2	5.9		
TBTA General Resolution Subtotal	\$46.5	\$34.4	\$12.1	26.0%	Reversal of timing adjustments related to payment of swap interest.
<i>TBTA Subordinate (2):</i>					
NYC Transit	\$5.7	\$6.1	(\$0.4)		
Commuter Railroads	3.0	3.2	(0.2)		
Bridges & Tunnels	1.4	1.5	(0.1)		
TBTA Subordinate Subtotal	\$10.2	\$10.8	(\$0.7)	-6.5%	Timing of debt service deposits.
Total Debt Service	\$231.0	\$208.2	\$22.8	9.9%	
<i>Debt Service by Agency:</i>					
NYC Transit	\$135.3	\$126.2	\$9.2		
Commuter Railroads	69.7	62.9	6.8		
MTA Bus	2.1	1.0	1.1		
SIRTOA	0.1	0.3	(0.1)		
Bridges & Tunnels	23.7	17.8	5.9		
MTAHQ	0.0	0.0	0.0		
Total Debt Service	\$231.0	\$208.2	\$22.8	9.9%	

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
JULY FINANCIAL PLAN - Mid-Year Forecast
Debt Service
July 2018 Year-to-Date
(\$ in millions)

	Mid-Year Forecast	Actual	Variance	% Var	Explanation
<i>Dedicated Tax Fund:</i>					
NYC Transit	\$203.8	\$204.3	(\$0.5)		
Commuter Railroads	42.8	42.4	0.4		
Dedicated Tax Fund Subtotal	\$246.6	\$246.7	(\$0.1)	0.0%	
<i>MTA Transportation Revenue:</i>					
NYC Transit	\$528.3	\$530.0	(\$1.7)		
Commuter Railroads	339.9	338.0	1.9		
MTA Bus	8.0	6.0	2.0		
SIRTOA	0.6	0.9	(0.3)		
MTA Transportation Revenue Subtotal	\$876.8	\$875.0	\$1.8	0.2%	
<i>2 Broadway COPs:</i>					
NYC Transit	\$3.1	\$2.5	\$0.6		
Bridges & Tunnels	0.5	0.4	0.1		
MTA HQ	0.0	0.0	0.0		
Commuter Railroads	0.9	0.7	0.2		
2 Broadway COPs Subtotal	\$4.5	\$3.6	\$0.9	20.6%	Lower than budgeted rates.
<i>TBTA General Resolution (2):</i>					
NYC Transit	\$112.2	\$112.1	\$0.2		
Commuter Railroads	50.8	50.7	0.1		
Bridges & Tunnels	146.7	145.8	1.0		
TBTA General Resolution Subtotal	\$309.7	\$308.5	\$1.2	0.4%	
<i>TBTA Subordinate (2):</i>					
NYC Transit	\$40.9	\$41.1	(\$0.2)		
Commuter Railroads	20.0	20.1	(0.1)		
Bridges & Tunnels	12.6	12.7	(0.1)		
TBTA Subordinate Subtotal	\$73.5	\$73.9	(\$0.4)	-0.6%	
Total Debt Service	\$1,511.1	\$1,507.7	\$3.4	0.2%	
<i>Debt Service by Agency:</i>					
NYC Transit	\$888.3	\$890.0	(\$1.7)		
Commuter Railroads	454.4	452.0	2.4		
MTA Bus	8.0	6.0	2.0		
SIRTOA	0.6	0.9	(0.3)		
Bridges & Tunnels	159.8	158.8	1.0		
MTAHQ	0.0	0.0	0.0		
Total Debt Service	\$1,511.1	\$1,507.7	\$3.4	0.2%	

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
July Financial Plan - 2018 Mid-Year Forecast
Total Positions by Function and Agency
July 2018

Function/Agency	Mid-Year Forecast	Actual	Variance Favorable/ (Unfavorable)
Administration	4,792	4,447	345
NYC Transit	1,394	1,322	72
Long Island Rail Road	515	460	55
Metro-North Railroad	524	506	18
Bridges & Tunnels	95	77	18
Headquarters	2,063	1,916	147
Staten Island Railway	28	26	2
Capital Construction Company	21	20	1
Bus Company	152	120	32
Operations	31,515	31,164	351
NYC Transit	24,155	23,716	439
Long Island Rail Road	2,580	2,624	(44)
Metro-North Railroad	2,002	2,014	(12)
Bridges & Tunnels	98	83	15
Headquarters	-	-	-
Staten Island Railway	111	109	2
Capital Construction Company	-	-	-
Bus Company	2,569	2,618	(49)
Maintenance	33,204	32,474	730
NYC Transit	23,165	22,511	654
Long Island Rail Road	4,279	4,315	(36)
Metro-North Railroad	3,973	3,914	59
Bridges & Tunnels	387	373	14
Headquarters	-	-	-
Staten Island Railway	189	195	(6)
Capital Construction Company	-	-	-
Bus Company	1,211	1,166	45
Engineering/Capital	2,180	2,062	118
NYC Transit	1,418	1,416	2
Long Island Rail Road	214	187	27
Metro-North Railroad	113	111	2
Bridges & Tunnels	253	203	50
Headquarters	-	-	-
Staten Island Railway	14	9	5
Capital Construction Company	131	110	21
Bus Company	37	26	11
Public Safety	2,211	2,136	75
NYC Transit	642	653	(11)
Long Island Rail Road	-	-	-
Metro-North Railroad	-	-	-
Bridges & Tunnels	669	622	47
Headquarters	882	847	35
Staten Island Railway	-	-	-
Capital Construction Company	-	-	-
Bus Company	18	14	4
Total Positions	73,901	72,284	1,617

Note: Totals may differ due to rounding

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2018 Mid-Year Forecast
Total Positions by Function and Agency
July 2018

Category	Mid-Year Forecast	Actual	Variance Favorable/ (Unfavorable)
Total Positions	73,901	72,284	1,617
NYC Transit	50,773	49,618	1,155
Long Island Rail Road	7,588	7,586	2
Metro-North Railroad	6,612	6,546	66
Bridges & Tunnels	1,502	1,358	144
Headquarters	2,945	2,763	182
Staten Island Railway	342	339	3
Capital Construction Company	152	130	22
Bus Company	3,987	3,944	43
Non-reimbursable	65,679	64,965	714
NYC Transit	45,158	44,589	569
Long Island Rail Road	6,184	6,288	(104)
Metro-North Railroad	5,833	5,914	(81)
Bridges & Tunnels	1,415	1,271	144
Headquarters	2,814	2,666	148
Staten Island Railway	328	330	(2)
Capital Construction Company	-	-	-
Bus Company	3,947	3,907	40
Reimbursable	8,222	7,319	903
NYC Transit	5,615	5,029	586
Long Island Rail Road	1,404	1,298	106
Metro-North Railroad	779	632	147
Bridges & Tunnels	87	87	-
Headquarters	131	97	34
Staten Island Railway	14	9	5
Capital Construction Company	152	130	22
Bus Company	40	37	3
Total Full Time	73,686	72,061	1,625
NYC Transit	50,577	49,407	1,170
Long Island Rail Road	7,588	7,586	2
Metro-North Railroad	6,611	6,545	66
Bridges & Tunnels	1,502	1,358	144
Headquarters	2,945	2,763	182
Staten Island Railway	342	339	3
Capital Construction Company	152	130	22
Bus Company	3,969	3,933	36
Total Full-Time Equivalents	215	223	(8)
NYC Transit	196	211	(15)
Long Island Rail Road	-	-	-
Metro-North Railroad	1	1	-
Bridges & Tunnels	-	-	-
Headquarters	-	-	-
Staten Island Railway	-	-	-
Capital Construction Company	-	-	-
Bus Company	18	11	7

Note: Totals may differ due to rounding

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2018 Mid-Year Forecast
Total Positions by Function and Occupational Group
July 2018

FUNCTION/OCCUPATIONAL GROUP	Mid-Year Forecast	Actual	Variance Favorable/ (Unfavorable)
Administration	4,790	4,447	344
Managers/Supervisors	1,595	1,420	176
Professional, Technical, Clerical	3,043	2,893	151
Operational Hourlies	152	134	18
Operations	31,515	31,165	351
Managers/Supervisors	3,800	3,671	129
Professional, Technical, Clerical	954	926	28
Operational Hourlies	26,761	26,568	194
Maintenance	33,204	32,474	730
Managers/Supervisors	5,906	5,675	231
Professional, Technical, Clerical	2,001	1,797	204
Operational Hourlies	25,297	25,002	295
Engineering/Capital	2,180	2,062	118
Managers/Supervisors	634	586	48
Professional, Technical, Clerical	1,535	1,468	67
Operational Hourlies	11	8	3
Public Safety	2,211	2,136	75
Managers/Supervisors	642	604	38
Professional, Technical, Clerical	161	138	23
Operational Hourlies	1,408	1,394	14
Total Positions	73,901	72,284	1,617
Managers/Supervisors	12,578	11,957	621
Professional, Technical, Clerical	7,694	7,221	473
Operational Hourlies	53,629	53,106	524

Note: Totals may differ due to rounding

METROPOLITAN TRANSPORTATION AUTHORITY
Farebox Recovery and Operating Ratios
2018 Mid-Year Forecast and Actuals

FAREBOX RECOVERY RATIOS

	2018 Mid-Year Forecast Full Year	2018 Actual Jul YTD
New York City Transit	35.4%	35.4%
Staten Island Railway	9.6%	9.9%
Long Island Rail Road	29.6%	30.5%
Metro-North Railroad	39.6%	39.8%
MTA Bus Company	22.0%	24.7%
MTA Total Agency Average	34.2%	34.6%

FAREBOX OPERATING RATIOS

	2018 Mid-Year Forecast Full Year	2018 Actual Jul YTD
New York City Transit	52.8%	52.6%
Staten Island Railway	14.0%	15.0%
Long Island Rail Road	44.9%	49.8%
Metro-North Railroad	55.6%	55.3%
MTA Bus Company	28.6%	29.7%
MTA Total Agency Average	50.3%	50.9%

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 July, 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

Tuesday, September 11, 2018

Revenue Passengers in July

	2016	2017	% Change	2018	% Change
MTA New York City Transit	190,299,489	185,271,335	-2.64%	182,066,653	-1.73%
MTA New York City Subway	139,851,426	137,447,659	-1.72%	136,043,427	-1.02%
MTA New York City Bus	50,448,063	47,823,676	-5.20%	46,023,226	-3.76%
MTA Staten Island Railway	327,407	333,078	1.73%	331,926	-0.35%
MTA Long Island Rail Road	7,621,000	7,455,744	-2.17%	7,752,358	3.98%
MTA Metro-North Railroad	7,245,013	7,244,976	0.00%	7,414,612	2.34%
East of Hudson	7,097,402	7,111,253	0.20%	7,271,157	2.25%
Harlem Line	2,277,356	2,288,211	0.48%	2,304,551	0.71%
Hudson Line	1,402,439	1,441,958	2.82%	1,488,856	3.25%
New Haven Line	3,417,607	3,381,084	-1.07%	3,477,750	2.86%
West of Hudson	147,611	133,723	-9.41%	143,455	7.28%
Port Jervis Line	87,847	80,558	-8.30%	84,014	4.29%
Pascack Valley Line	59,764	53,165	-11.04%	59,441	11.80%
MTA Bus Company	10,002,577	9,835,319	-1.67%	9,978,075	1.45%
MTA Bridges & Tunnels	27,279,840	27,530,620	0.92%	28,561,701	3.75%
Total All Agencies	215,495,486	210,140,452	-2.48%	207,543,624	-1.24%
(Excludes Bridges & Tunnels)					
Weekdays:	20	20		21	
Holidays:	1	1		1	
Weekend Days:	10	10		9	
Days	31	31		31	

Revenue Passengers Year-to-Date Through July

	2016	2017	% Change	2018	% Change
MTA New York City Transit	1,393,184,032	1,358,806,779	-2.47%	1,311,032,634	-3.52%
MTA New York City Subway	1,019,462,400	1,005,701,623	-1.35%	977,123,590	-2.84%
MTA New York City Bus	373,721,632	353,105,156	-5.52%	333,909,044	-5.44%
MTA Staten Island Railway	2,607,475	2,609,168	0.06%	2,631,049	0.84%
MTA Long Island Rail Road	51,200,000	51,404,167	0.40%	51,447,490	0.08%
MTA Metro-North Railroad	49,683,899	49,735,746	0.10%	49,812,162	0.15%
East of Hudson	48,690,107	48,791,758	0.21%	48,862,832	0.15%
Harlem Line	15,934,272	16,042,670	0.68%	15,895,586	-0.92%
Hudson Line	9,493,118	9,663,680	1.80%	9,794,879	1.36%
New Haven Line	23,262,717	23,085,408	-0.76%	23,172,367	0.38%
West of Hudson	993,792	943,988	-5.01%	949,330	0.57%
Port Jervis Line	587,019	561,382	-4.37%	546,051	-2.73%
Pascack Valley Line	406,773	382,606	-5.94%	403,279	5.40%
MTA Bus Company	72,878,838	70,972,529	-2.62%	70,149,430	-1.16%
MTA Bridges & Tunnels	177,327,246	176,405,502	-0.52%	183,999,379	4.30%
Total All Agencies	1,569,554,244	1,533,528,388	-2.30%	1,485,072,764	-3.16%
(Excludes Bridges & Tunnels)					
Weekdays:	146	146		147	
Holidays:	5	5		5	
Weekend Days:	62	61		60	
Days	213	212		212	

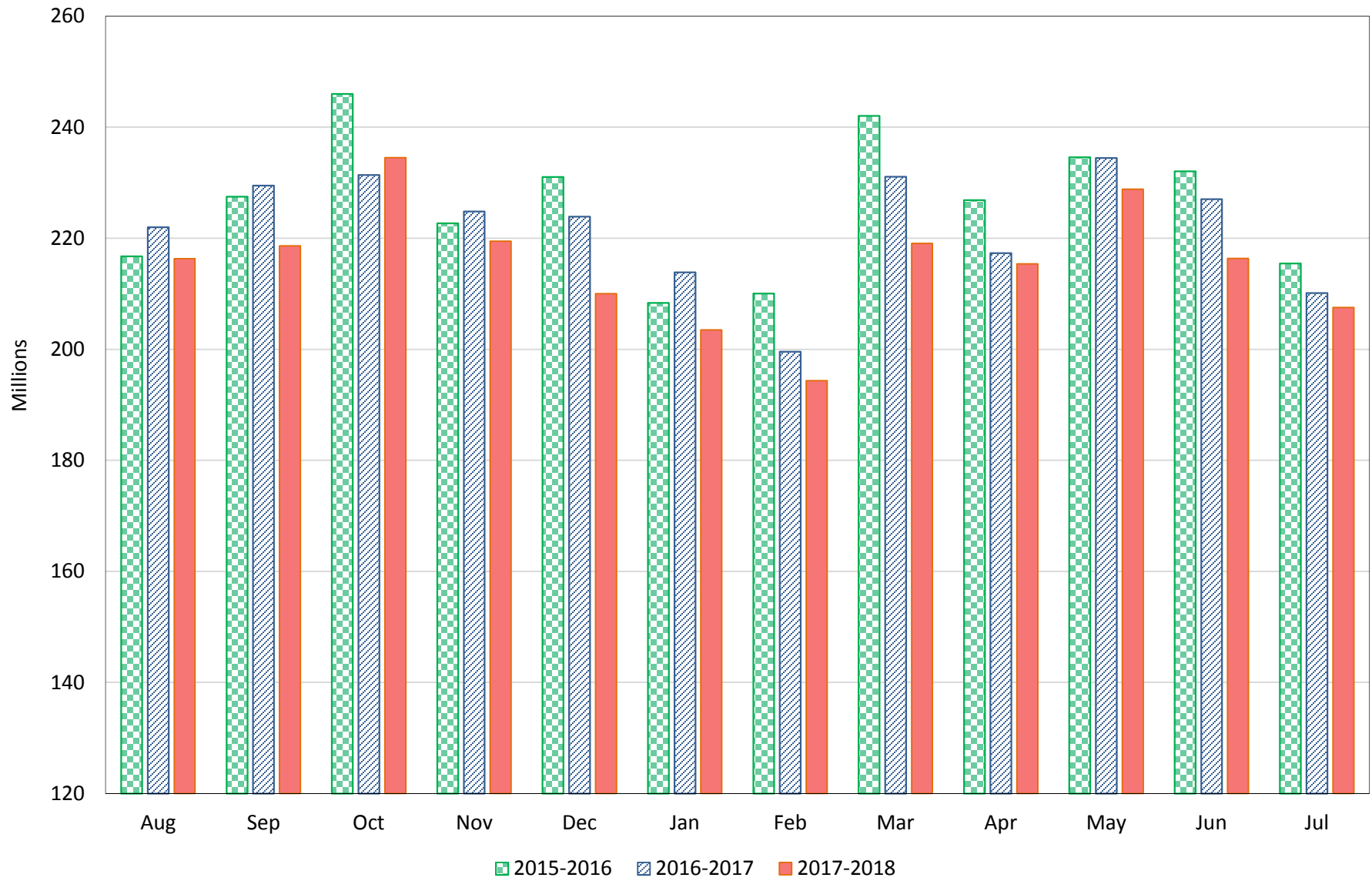
12 Month Average Revenue Passengers in July

	2016	2017	% Change	2018	% Change
MTA New York City Transit	200,668,870	196,737,555	-1.96%	190,184,402	-3.33%
MTA New York City Subway	146,813,411	145,254,502	-1.06%	141,565,715	-2.54%
MTA New York City Bus	53,855,458	51,483,053	-4.41%	48,618,687	-5.56%
MTA Staten Island Railway	377,901	377,816	-0.02%	385,529	2.04%
MTA Long Island Rail Road	7,394,248	7,462,987	0.93%	7,433,514	-0.39%
MTA Metro-North Railroad	7,211,334	7,211,998	0.01%	7,214,264	0.03%
East of Hudson	7,067,182	7,075,828	0.12%	7,079,167	0.05%
Harlem Line	2,307,286	2,319,093	0.51%	2,305,420	-0.59%
Hudson Line	1,377,907	1,397,861	1.45%	1,419,057	1.52%
New Haven Line	3,381,989	3,358,874	-0.68%	3,354,690	-0.12%
West of Hudson	144,152	136,170	-5.54%	135,097	-0.79%
Port Jervis Line	85,556	81,608	-4.62%	79,195	-2.96%
Pascack Valley Line	58,596	54,562	-6.88%	55,902	2.46%
MTA Bus Company	10,483,570	10,309,237	-1.66%	10,115,936	-1.88%
MTA Bridges & Tunnels	25,509,706	25,541,238	0.12%	26,465,933	3.62%
Total All Agencies	226,135,923	222,099,593	-1.78%	215,333,644	-3.05%
(Excludes Bridges & Tunnels)					
Weekdays:	20	20		21	
Holidays:	1	1		1	
Weekend Days:	10	10		9	
Days	31	31		31	

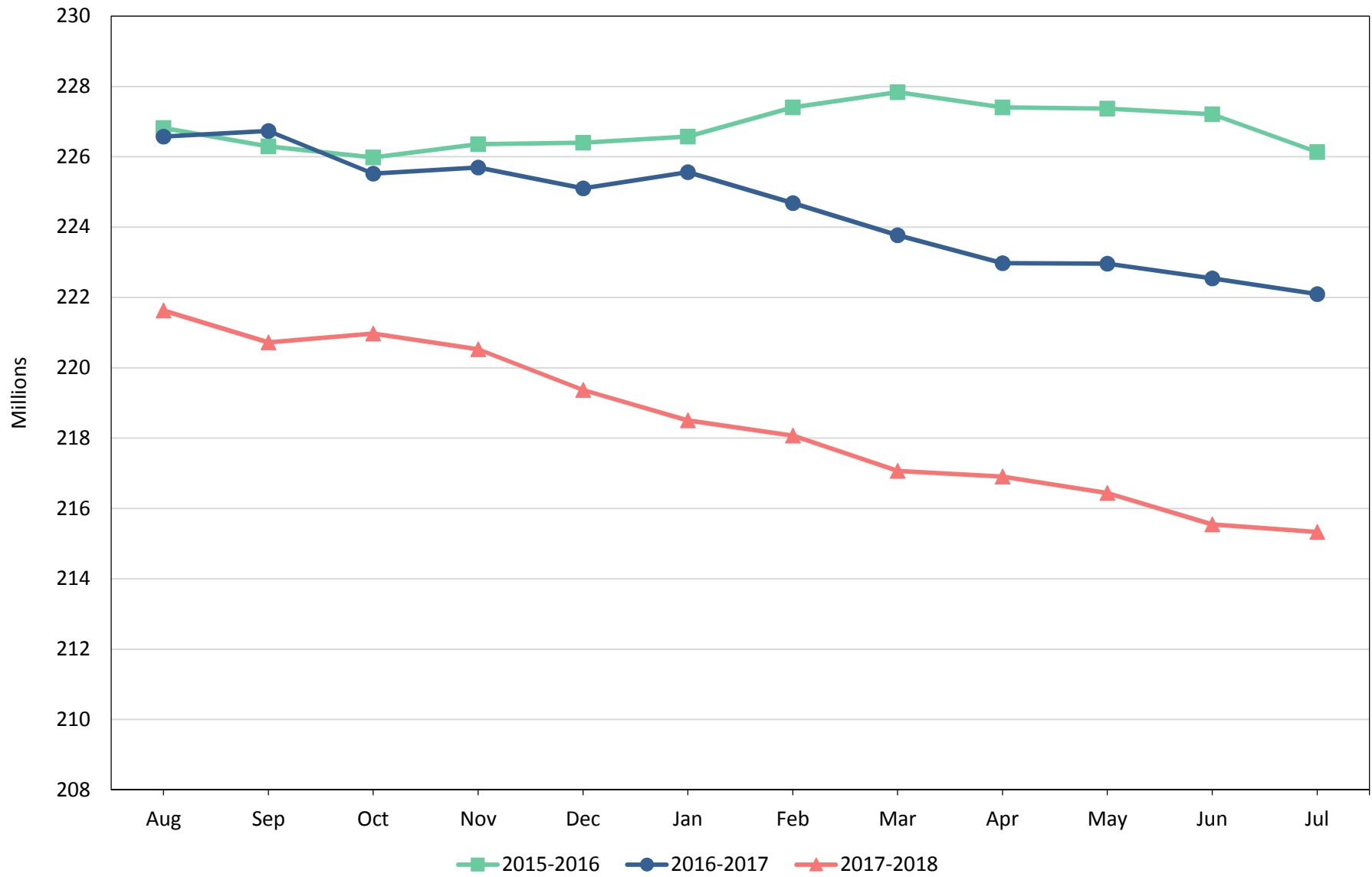
Average Weekday Revenue Passengers in July

	2016	2017	% Change	2018	% Change
MTA New York City Transit	7,354,909	7,129,419	-3.07%	6,941,938	-2.63%
MTA New York City Subway	5,445,341	5,330,092	-2.12%	5,226,768	-1.94%
MTA New York City Bus	1,909,568	1,799,327	-5.77%	1,715,170	-4.68%
MTA Staten Island Railway	13,990	14,161	1.22%	13,785	-2.66%
MTA Long Island Rail Road	326,075	318,758	-2.24%	319,177	0.13%
MTA Metro-North Railroad	296,634	294,434	-0.74%	295,276	0.29%
<i>East of Hudson</i>	289,263	287,756	-0.52%	288,441	0.24%
Harlem Line	94,149	93,957	-0.20%	92,748	-1.29%
Hudson Line	56,693	57,741	1.85%	58,534	1.37%
New Haven Line	138,421	136,059	-1.71%	137,159	0.81%
<i>West of Hudson</i>	7,371	6,678	-9.40%	6,835	2.35%
Port Jervis Line	4,386	4,022	-8.30%	4,003	-0.47%
Pascack Valley Line	2,985	2,656	-11.02%	2,832	6.63%
MTA Bus Company	385,550	377,376	-2.12%	377,060	-0.08%
MTA Bridges & Tunnels	907,622	911,478	0.42%	942,185	3.37%
Total All Agencies	8,377,158	8,134,147	-2.90%	7,947,236	-2.30%
(Excludes Bridges & Tunnels)					
Weekdays:	20	20		21	
Holidays:	1	1		1	
Weekend Days:	10	10		9	
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
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%	234,499,549	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%
January	208,365,217	213,864,320	2.64%	203,484,027	-4.85%
February	210,062,462	199,588,920	-4.99%	194,360,061	-2.62%
March	242,057,167	231,082,742	-4.53%	219,058,081	-5.20%
April	226,900,984	217,326,458	-4.22%	215,395,817	-0.89%
May	234,618,531	234,464,126	-0.07%	228,848,542	-2.40%
June	232,054,396	227,061,370	-2.15%	216,382,612	-4.70%
July	215,495,486	210,140,452	-2.48%	207,543,624	-1.24%
Year-to-Date	1,569,554,244	1,533,528,388	-2.30%	1,485,072,764	-3.16%

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%	220,975,821	-2.01%
November	226,355,195	225,696,672	-0.29%	220,529,159	-2.29%
December	226,401,243	225,101,748	-0.57%	219,371,613	-2.55%
January	226,575,973	225,560,006	-0.45%	218,506,588	-3.13%
February	227,403,123	224,687,211	-1.19%	218,070,850	-2.94%
March	227,838,811	223,772,676	-1.78%	217,068,795	-3.00%
April	227,405,936	222,974,798	-1.95%	216,907,908	-2.72%
May	227,372,563	222,961,931	-1.94%	216,439,943	-2.93%
June	227,212,056	222,545,846	-2.05%	215,550,046	-3.14%
July	226,135,923	222,099,593	-1.78%	215,333,644	-3.05%

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%	8,889,258	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%
January	8,408,241	8,315,657	-1.10%	7,777,663	-6.47%
February	8,621,692	8,474,101	-1.71%	8,357,451	-1.38%
March	8,961,385	8,578,555	-4.27%	8,207,563	-4.32%
April	8,845,525	8,606,574	-2.70%	8,446,832	-1.86%
May	9,083,871	8,917,853	-1.83%	8,735,756	-2.04%
June	8,858,944	8,666,226	-2.18%	8,430,971	-2.71%
July	8,377,158	8,134,147	-2.90%	7,947,236	-2.30%

MTA New York City Transit

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	185,585,948	189,946,869	2.35%	180,082,272	-5.19%
February	187,018,360	177,193,798	-5.25%	172,152,646	-2.84%
March	214,962,054	204,878,541	-4.69%	193,734,798	-5.44%
April	201,573,103	192,930,582	-4.29%	190,494,850	-1.26%
May	208,519,995	207,994,572	-0.25%	202,154,565	-2.81%
June	205,225,083	200,591,083	-2.26%	190,346,850	-5.11%
July	190,299,489	185,271,335	-2.64%	182,066,653	-1.73%
Year-to-Date	1,393,184,032	1,358,806,779	-2.47%	1,311,032,634	-3.52%

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	201,255,504	199,965,736	-0.64%	193,343,531	-3.31%
February	201,957,173	199,147,023	-1.39%	192,923,435	-3.13%
March	202,300,424	198,306,730	-1.97%	191,994,789	-3.18%
April	201,900,680	197,586,520	-2.14%	191,791,812	-2.93%
May	201,841,500	197,542,735	-2.13%	191,305,144	-3.16%
June	201,649,514	197,156,568	-2.23%	190,451,458	-3.40%
July	200,668,870	196,737,555	-1.96%	190,184,402	-3.33%

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	7,427,622	7,327,845	-1.34%	6,837,308	-6.69%
February	7,637,655	7,482,722	-2.03%	7,368,302	-1.53%
March	7,928,251	7,577,527	-4.42%	7,221,603	-4.70%
April	7,819,074	7,595,620	-2.86%	7,437,683	-2.08%
May	8,035,683	7,884,233	-1.88%	7,693,437	-2.42%
June	7,806,867	7,630,605	-2.26%	7,387,753	-3.18%
July	7,354,909	7,129,419	-3.07%	6,941,938	-2.63%

MTA New York City Subway

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	136,413,951	140,288,294	2.84%	134,683,435	-4.00%
February	136,690,795	130,465,060	-4.55%	127,432,835	-2.32%
March	156,297,328	151,384,924	-3.14%	143,982,923	-4.89%
April	147,291,655	143,284,553	-2.72%	141,950,369	-0.93%
May	151,910,204	153,470,353	1.03%	150,320,833	-2.05%
June	151,007,041	149,360,780	-1.09%	142,709,768	-4.45%
July	139,851,426	137,447,659	-1.72%	136,043,427	-1.02%
Year-to-Date	1,019,462,400	1,005,701,623	-1.35%	977,123,590	-2.84%

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	147,097,047	146,724,095	-0.25%	143,480,146	-2.21%
February	147,589,896	146,205,284	-0.94%	143,227,460	-2.04%
March	147,856,859	145,795,917	-1.39%	142,610,627	-2.18%
April	147,600,117	145,461,992	-1.45%	142,499,445	-2.04%
May	147,627,652	145,592,004	-1.38%	142,236,985	-2.30%
June	147,528,895	145,454,816	-1.41%	141,682,734	-2.59%
July	146,813,411	145,254,502	-1.06%	141,565,715	-2.54%

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	5,450,158	5,410,721	-0.72%	5,122,325	-5.33%
February	5,597,172	5,529,330	-1.21%	5,479,225	-0.91%
March	5,771,631	5,609,555	-2.81%	5,388,832	-3.93%
April	5,728,003	5,662,289	-1.15%	5,564,686	-1.72%
May	5,868,961	5,836,342	-0.56%	5,743,481	-1.59%
June	5,763,243	5,698,402	-1.13%	5,569,036	-2.27%
July	5,445,341	5,330,092	-2.12%	5,226,768	-1.94%

MTA New York City Bus

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	49,171,997	49,658,575	0.99%	45,398,837	-8.58%
February	50,327,565	46,728,738	-7.15%	44,719,811	-4.30%
March	58,664,726	53,493,617	-8.81%	49,751,875	-6.99%
April	54,281,448	49,646,029	-8.54%	48,544,481	-2.22%
May	56,609,791	54,524,219	-3.68%	51,833,732	-4.93%
June	54,218,042	51,230,303	-5.51%	47,637,082	-7.01%
July	50,448,063	47,823,676	-5.20%	46,023,226	-3.76%
Year-to-Date	373,721,632	353,105,156	-5.52%	333,909,044	-5.44%

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	54,158,457	53,241,641	-1.69%	49,863,385	-6.35%
February	54,367,277	52,941,739	-2.62%	49,695,974	-6.13%
March	54,443,565	52,510,813	-3.55%	49,384,163	-5.95%
April	54,300,563	52,124,528	-4.01%	49,292,367	-5.43%
May	54,213,848	51,950,730	-4.17%	49,068,160	-5.55%
June	54,120,619	51,701,752	-4.47%	48,768,724	-5.67%
July	53,855,458	51,483,053	-4.41%	48,618,687	-5.56%

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	1,977,463	1,917,124	-3.05%	1,714,982	-10.54%
February	2,040,483	1,953,392	-4.27%	1,889,077	-3.29%
March	2,156,619	1,967,972	-8.75%	1,832,772	-6.87%
April	2,091,071	1,933,332	-7.54%	1,872,997	-3.12%
May	2,166,722	2,047,891	-5.48%	1,949,956	-4.78%
June	2,043,624	1,932,203	-5.45%	1,818,717	-5.87%
July	1,909,568	1,799,327	-5.77%	1,715,170	-4.68%

MTA Bus

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%	10,942,815	1.03%
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%
January	9,464,783	9,840,105	3.97%	9,359,616	-4.88%
February	9,650,946	9,289,270	-3.75%	9,153,050	-1.47%
March	11,393,621	10,774,447	-5.43%	10,383,080	-3.63%
April	10,566,032	9,868,714	-6.60%	10,145,682	2.81%
May	11,022,447	10,948,782	-0.67%	11,008,565	0.55%
June	10,778,433	10,415,892	-3.36%	10,121,363	-2.83%
July	10,002,577	9,835,319	-1.67%	9,978,075	1.45%
Year-to-Date	72,878,838	70,972,529	-2.62%	70,149,430	-1.16%

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%	10,242,389	-2.41%
November	10,447,169	10,503,277	0.54%	10,227,050	-2.63%
December	10,449,964	10,468,096	0.17%	10,184,527	-2.71%
January	10,447,181	10,499,373	0.50%	10,144,487	-3.38%
February	10,492,034	10,469,233	-0.22%	10,133,135	-3.21%
March	10,521,786	10,417,636	-0.99%	10,100,521	-3.04%
April	10,506,285	10,359,526	-1.40%	10,123,602	-2.28%
May	10,511,918	10,353,387	-1.51%	10,128,584	-2.17%
June	10,521,786	10,323,175	-1.89%	10,104,039	-2.12%
July	10,483,570	10,309,237	-1.66%	10,115,936	-1.88%

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%	416,050	-0.49%
November	418,413	412,102	-1.51%	405,862	-1.51%
December	398,969	393,484	-1.37%	383,636	-2.50%
January	387,423	386,330	-0.28%	359,321	-6.99%
February	398,129	394,036	-1.03%	394,753	0.18%
March	425,372	402,782	-5.31%	390,793	-2.98%
April	413,769	392,293	-5.19%	399,312	1.79%
May	428,947	417,065	-2.77%	419,462	0.57%
June	411,220	396,805	-3.51%	391,899	-1.24%
July	385,550	377,376	-2.12%	377,060	-0.08%

MTA Staten Island Railway

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	363,383	379,316	4.38%	390,355	2.91%
February	335,796	328,169	-2.27%	340,527	3.77%
March	412,851	398,044	-3.59%	389,114	-2.24%
April	371,087	353,305	-4.79%	377,531	6.86%
May	394,816	414,213	4.91%	420,153	1.43%
June	402,135	403,043	0.23%	381,443	-5.36%
July	327,407	333,078	1.73%	331,926	-0.35%
Year-to-Date	2,607,475	2,609,168	0.06%	2,631,049	0.84%

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	377,377	379,003	0.43%	384,626	1.48%
February	379,400	378,367	-0.27%	385,655	1.93%
March	381,031	377,133	-1.02%	384,911	2.06%
April	380,577	375,651	-1.29%	386,930	3.00%
May	380,971	377,268	-0.97%	387,425	2.69%
June	380,587	377,343	-0.85%	385,625	2.19%
July	377,901	377,816	-0.02%	385,529	2.04%

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	16,441	16,566	0.76%	16,387	-1.08%
February	15,738	15,676	-0.40%	16,166	3.13%
March	16,674	16,130	-3.26%	15,963	-1.03%
April	16,039	15,739	-1.87%	16,226	3.10%
May	16,949	17,185	1.39%	17,399	1.24%
June	16,613	16,675	0.37%	16,213	-2.77%
July	13,990	14,161	1.22%	13,785	-2.66%

MTA Long Island Rail Road

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	6,483,006	6,958,391	7.33%	6,882,948	-1.08%
February	6,614,306	6,522,399	-1.39%	6,476,251	-0.71%
March	7,757,041	7,723,528	-0.43%	7,412,001	-4.03%
April	7,271,823	7,158,667	-1.56%	7,267,217	1.52%
May	7,483,655	7,642,164	2.12%	7,716,073	0.97%
June	7,969,169	7,943,275	-0.32%	7,940,642	-0.03%
July	7,621,000	7,455,744	-2.17%	7,752,358	3.98%
Year-to-Date	51,200,000	51,404,167	0.40%	51,447,490	0.08%

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	7,314,062	7,485,588	2.35%	7,423,616	-0.83%
February	7,353,415	7,477,930	1.69%	7,419,771	-0.78%
March	7,384,444	7,475,137	1.23%	7,393,810	-1.09%
April	7,380,942	7,465,707	1.15%	7,402,856	-0.84%
May	7,399,358	7,478,916	1.08%	7,409,015	-0.93%
June	7,415,306	7,476,758	0.83%	7,408,796	-0.91%
July	7,394,248	7,462,987	0.93%	7,433,514	-0.39%

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	298,683	304,399	1.91%	289,965	-4.74%
February	292,604	301,738	3.12%	299,493	-0.74%
March	301,360	300,813	-0.18%	298,352	-0.82%
April	305,742	310,565	1.58%	303,688	-2.21%
May	311,313	307,067	-1.36%	310,397	1.08%
June	319,475	317,303	-0.68%	328,561	3.55%
July	326,075	318,758	-2.24%	319,177	0.13%

MTA Metro-North Rail Road

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	6,468,097	6,739,640	4.20%	6,768,836	0.43%
February	6,443,054	6,255,285	-2.91%	6,237,588	-0.28%
March	7,531,600	7,308,183	-2.97%	7,139,088	-2.31%
April	7,118,939	7,015,190	-1.46%	7,110,538	1.36%
May	7,197,619	7,464,395	3.71%	7,549,186	1.14%
June	7,679,577	7,708,077	0.37%	7,592,314	-1.50%
July	7,245,013	7,244,976	-0.00%	7,414,612	2.34%
Year-to-Date	49,683,899	49,735,746	0.10%	49,812,162	0.15%

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	7,181,849	7,230,306	0.67%	7,210,329	-0.28%
February	7,221,102	7,214,658	-0.09%	7,208,854	-0.08%
March	7,251,126	7,196,040	-0.76%	7,194,763	-0.02%
April	7,237,451	7,187,394	-0.69%	7,202,709	0.21%
May	7,238,815	7,209,626	-0.40%	7,209,775	0.00%
June	7,244,864	7,212,001	-0.45%	7,200,128	-0.16%
July	7,211,334	7,211,998	0.01%	7,214,264	0.03%

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	278,072	280,517	0.88%	274,683	-2.08%
February	277,567	279,930	0.85%	278,737	-0.43%
March	289,729	281,303	-2.91%	280,851	-0.16%
April	290,902	292,357	0.50%	289,923	-0.83%
May	290,979	292,303	0.45%	295,061	0.94%
June	304,770	304,839	0.02%	306,545	0.56%
July	296,634	294,434	-0.74%	295,276	0.29%

MTA Metro-North East-of-Hudson

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	6,340,920	6,610,352	4.25%	6,638,414	0.42%
February	6,313,644	6,134,790	-2.83%	6,120,024	-0.24%
March	7,378,875	7,162,514	-2.93%	6,997,930	-2.30%
April	6,980,262	6,885,596	-1.36%	6,978,582	1.35%
May	7,052,626	7,323,535	3.84%	7,406,943	1.14%
June	7,526,378	7,563,718	0.50%	7,449,782	-1.51%
July	7,097,402	7,111,253	0.20%	7,271,157	2.25%
Year-to-Date	48,690,107	48,791,758	0.21%	48,862,832	0.15%

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	7,036,662	7,089,810	0.76%	7,075,583	-0.20%
February	7,075,312	7,074,905	-0.01%	7,074,353	-0.01%
March	7,105,313	7,056,875	-0.68%	7,060,637	0.05%
April	7,092,439	7,048,986	-0.61%	7,068,386	0.28%
May	7,093,630	7,071,562	-0.31%	7,075,337	0.05%
June	7,099,913	7,074,674	-0.36%	7,065,842	-0.12%
July	7,067,182	7,075,828	0.12%	7,079,167	0.05%

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	271,386	274,050	0.98%	268,461	-2.04%
February	271,103	273,604	0.92%	272,565	-0.38%
March	283,078	274,959	-2.87%	274,432	-0.19%
April	284,305	285,896	0.56%	283,647	-0.79%
May	284,071	285,889	0.64%	288,585	0.94%
June	297,803	298,274	0.16%	299,766	0.50%
July	289,263	287,756	-0.52%	288,441	0.24%

MTA Metro-North Harlem Line

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	2,098,696	2,189,026	4.30%	2,206,702	0.81%
February	2,097,939	2,036,882	-2.91%	2,030,072	-0.33%
March	2,435,142	2,398,995	-1.48%	2,306,324	-3.86%
April	2,295,023	2,252,524	-1.85%	2,272,242	0.88%
May	2,290,681	2,406,553	5.06%	2,385,749	-0.86%
June	2,439,435	2,470,479	1.27%	2,389,946	-3.26%
July	2,277,356	2,288,211	0.48%	2,304,551	0.71%
Year-to-Date	15,934,272	16,042,670	0.68%	15,895,586	-0.92%

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	2,296,819	2,317,587	0.90%	2,319,150	0.07%
February	2,310,683	2,312,499	0.08%	2,318,582	0.26%
March	2,319,011	2,309,487	-0.41%	2,310,860	0.06%
April	2,316,016	2,305,945	-0.43%	2,312,503	0.28%
May	2,316,158	2,315,601	-0.02%	2,310,769	-0.21%
June	2,318,030	2,318,188	0.01%	2,304,058	-0.61%
July	2,307,286	2,319,093	0.51%	2,305,420	-0.59%

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	90,677	91,492	0.90%	89,982	-1.65%
February	90,756	91,541	0.87%	91,261	-0.31%
March	94,005	92,571	-1.53%	91,275	-1.40%
April	94,305	94,501	0.21%	93,309	-1.26%
May	93,217	94,721	1.61%	93,972	-0.79%
June	97,395	98,262	0.89%	97,358	-0.92%
July	94,149	93,957	-0.20%	92,748	-1.29%

MTA Metro-North Hudson Line

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	1,216,365	1,286,721	5.78%	1,297,102	0.81%
February	1,219,067	1,206,479	-1.03%	1,201,364	-0.42%
March	1,433,576	1,396,026	-2.62%	1,387,849	-0.59%
April	1,363,513	1,372,524	0.66%	1,412,473	2.91%
May	1,397,282	1,459,859	4.48%	1,505,105	3.10%
June	1,460,876	1,500,113	2.69%	1,502,130	0.13%
July	1,402,439	1,441,958	2.82%	1,488,856	3.25%
Year-to-Date	9,493,118	9,663,680	1.80%	9,794,879	1.36%

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	1,371,290	1,389,511	1.33%	1,408,989	1.40%
February	1,378,262	1,388,462	0.74%	1,408,563	1.45%
March	1,383,555	1,385,333	0.13%	1,407,881	1.63%
April	1,380,689	1,386,083	0.39%	1,411,210	1.81%
May	1,382,016	1,391,298	0.67%	1,414,981	1.70%
June	1,383,050	1,394,568	0.83%	1,415,149	1.48%
July	1,377,907	1,397,861	1.45%	1,419,057	1.52%

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	51,994	53,226	2.37%	52,360	-1.63%
February	52,341	53,660	2.52%	53,458	-0.38%
March	54,932	53,560	-2.50%	54,318	1.42%
April	55,404	56,690	2.32%	57,126	0.77%
May	55,964	56,735	1.38%	58,284	2.73%
June	57,586	58,857	2.21%	60,030	1.99%
July	56,693	57,741	1.85%	58,534	1.37%

MTA Metro-North New Haven Line

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	3,025,859	3,134,605	3.59%	3,134,610	0.00%
February	2,996,638	2,891,429	-3.51%	2,888,588	-0.10%
March	3,510,157	3,367,493	-4.06%	3,303,757	-1.89%
April	3,321,726	3,260,548	-1.84%	3,293,867	1.02%
May	3,364,663	3,457,123	2.75%	3,516,089	1.71%
June	3,626,067	3,593,126	-0.91%	3,557,706	-0.99%
July	3,417,607	3,381,084	-1.07%	3,477,750	2.86%
Year-to-Date	23,262,717	23,085,408	-0.76%	23,172,367	0.38%

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	3,368,554	3,382,712	0.42%	3,347,444	-1.04%
February	3,386,367	3,373,944	-0.37%	3,347,207	-0.79%
March	3,402,747	3,362,056	-1.20%	3,341,896	-0.60%
April	3,395,733	3,356,957	-1.14%	3,344,673	-0.37%
May	3,395,456	3,364,662	-0.91%	3,349,587	-0.45%
June	3,398,834	3,361,917	-1.09%	3,346,635	-0.45%
July	3,381,989	3,358,874	-0.68%	3,354,690	-0.12%

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	128,715	129,332	0.48%	126,119	-2.48%
February	128,006	128,403	0.31%	127,846	-0.43%
March	134,141	128,829	-3.96%	128,839	0.01%
April	134,596	134,704	0.08%	133,213	-1.11%
May	134,891	134,432	-0.34%	136,329	1.41%
June	142,822	141,155	-1.17%	142,379	0.87%
July	138,421	136,059	-1.71%	137,159	0.81%

MTA Metro-North West-of-Hudson

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	127,177	129,288	1.66%	130,422	0.88%
February	129,410	120,495	-6.89%	117,564	-2.43%
March	152,725	145,669	-4.62%	141,158	-3.10%
April	138,677	129,594	-6.55%	131,956	1.82%
May	144,993	140,860	-2.85%	142,243	0.98%
June	153,199	144,359	-5.77%	142,532	-1.27%
July	147,611	133,723	-9.41%	143,455	7.28%
Year-to-Date	993,792	943,988	-5.01%	949,330	0.57%

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	145,187	140,496	-3.23%	134,746	-4.09%
February	145,790	139,753	-4.14%	134,502	-3.76%
March	145,813	139,165	-4.56%	134,126	-3.62%
April	145,013	138,408	-4.55%	134,323	-2.95%
May	145,185	138,064	-4.91%	134,438	-2.63%
June	144,951	137,327	-5.26%	134,286	-2.21%
July	144,152	136,170	-5.54%	135,097	-0.79%

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	6,686	6,467	-3.28%	6,222	-3.79%
February	6,464	6,326	-2.13%	6,172	-2.43%
March	6,651	6,344	-4.62%	6,419	1.18%
April	6,597	6,461	-2.06%	6,276	-2.86%
May	6,908	6,414	-7.15%	6,476	0.97%
June	6,967	6,565	-5.77%	6,779	3.26%
July	7,371	6,678	-9.40%	6,835	2.35%

MTA Metro-North Port Jervis Line

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	74,238	76,900	3.59%	75,689	-1.57%
February	76,153	71,338	-6.32%	68,119	-4.51%
March	90,131	85,505	-5.13%	79,180	-7.40%
April	82,641	77,209	-6.57%	75,632	-2.04%
May	86,106	84,459	-1.91%	82,221	-2.65%
June	89,903	85,413	-4.99%	81,196	-4.94%
July	87,847	80,558	-8.30%	84,014	4.29%
Year-to-Date	587,019	561,382	-4.37%	546,051	-2.73%

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	86,357	83,966	-2.77%	80,371	-4.28%
February	86,679	83,565	-3.59%	80,103	-4.14%
March	86,742	83,179	-4.11%	79,576	-4.33%
April	86,256	82,727	-4.09%	79,445	-3.97%
May	86,255	82,589	-4.25%	79,258	-4.03%
June	86,049	82,215	-4.45%	78,907	-4.02%
July	85,556	81,608	-4.62%	79,195	-2.96%

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	3,902	3,847	-1.41%	3,613	-6.08%
February	3,803	3,743	-1.58%	3,574	-4.52%
March	3,926	3,725	-5.12%	3,601	-3.33%
April	3,931	3,847	-2.14%	3,596	-6.52%
May	4,103	3,847	-6.24%	3,744	-2.68%
June	4,089	3,885	-4.99%	3,861	-0.62%
July	4,386	4,022	-8.30%	4,003	-0.47%

MTA Metro-North Pascack Valley Line

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	52,939	52,388	-1.04%	54,733	4.48%
February	53,257	49,157	-7.70%	49,445	0.59%
March	62,594	60,164	-3.88%	61,978	3.02%
April	56,036	52,385	-6.52%	56,324	7.52%
May	58,887	56,401	-4.22%	60,022	6.42%
June	63,296	58,946	-6.87%	61,336	4.05%
July	59,764	53,165	-11.04%	59,441	11.80%
Year-to-Date	406,773	382,606	-5.94%	403,279	5.40%

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	58,831	56,530	-3.91%	54,375	-3.81%
February	59,111	56,188	-4.94%	54,399	-3.18%
March	59,071	55,986	-5.22%	54,550	-2.56%
April	58,757	55,682	-5.23%	54,878	-1.44%
May	58,930	55,475	-5.86%	55,180	-0.53%
June	58,903	55,112	-6.44%	55,379	0.48%
July	58,596	54,562	-6.88%	55,902	2.46%

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	2,784	2,620	-5.89%	2,609	-0.42%
February	2,661	2,583	-2.93%	2,598	0.58%
March	2,725	2,619	-3.89%	2,818	7.60%
April	2,666	2,614	-1.95%	2,680	2.52%
May	2,805	2,567	-8.48%	2,732	6.43%
June	2,878	2,680	-6.88%	2,918	8.88%
July	2,985	2,656	-11.02%	2,832	6.63%

MTA Bridges & Tunnels

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%	25,955,869	3.29%
December	25,398,337	25,273,158	-0.49%	25,737,055	1.84%
January	22,206,860	23,452,652	5.61%	23,731,837	1.19%
February	22,379,445	21,620,767	-3.39%	22,742,698	5.19%
March	25,678,007	24,595,618	-4.22%	25,672,596	4.38%
April	25,460,062	25,354,830	-0.41%	26,519,055	4.59%
May	27,041,559	26,717,750	-1.20%	28,226,943	5.65%
June	27,281,473	27,133,265	-0.54%	28,544,549	5.20%
July	27,279,840	27,530,620	0.92%	28,561,701	3.75%
Year-to-Date	177,327,246	176,405,502	-0.52%	183,999,379	4.30%

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%	25,794,452	0.65%
December	24,831,676	25,618,050	3.17%	25,833,110	0.84%
January	24,933,640	25,721,866	3.16%	25,856,375	0.52%
February	25,133,288	25,658,642	2.09%	25,949,869	1.14%
March	25,286,734	25,568,443	1.11%	26,039,618	1.84%
April	25,339,651	25,559,674	0.87%	26,136,636	2.26%
May	25,383,063	25,532,690	0.59%	26,262,402	2.86%
June	25,478,131	25,520,339	0.17%	26,380,009	3.37%
July	25,509,706	25,541,238	0.12%	26,465,933	3.62%

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	790,094	807,271	2.17%	798,164	-1.13%
February	803,140	802,086	-0.13%	860,305	7.26%
March	845,050	812,009	-3.91%	833,827	2.69%
April	864,797	871,220	0.74%	900,145	3.32%
May	897,859	893,394	-0.50%	945,637	5.85%
June	921,464	922,040	0.06%	965,900	4.76%
July	907,622	911,478	0.42%	942,185	3.37%

Fuel Hedge Program

Current ULSD Hedges

Date	Gallons Hedged	Percent of Expected Gallons Purchased	Weighted Average Hedge Price for Each Month	2018 Adopted Budget (February Plan) Forecasted Commodity Price	2019 Preliminary Budget (July Plan) Forecasted Commodity Price
September-18	3,013,560	53	1.65	1.61	2.15
October-18	2,895,797	50	1.66	1.61	2.15
November-18	2,695,310	51	1.68	1.61	2.15
December-18	2,815,410	52	1.69	1.61	2.15
January-19	2,751,962	48	1.70	1.63	2.10
February-19	2,534,159	51	1.71	1.63	2.10
March-19	2,971,410	53	1.75	1.63	2.10
April-19	2,688,973	50	1.79	1.63	2.10
May-19	2,945,814	50	1.84	1.63	2.10
June-19	3,000,248	50	1.89	1.63	2.10
July-19	3,009,714	50	1.94	1.63	2.10
August-19	3,073,135	50	1.99	1.63	2.10
September-19	2,621,406	46	2.01	1.63	2.10
October-19	2,415,575	42	2.04	1.63	2.10
November-19	1,975,382	37	2.06	1.63	2.10
December-19	1,816,671	33	2.08	1.63	2.10
January-20	1,671,307	29	2.10	2.01	2.05
February-20	1,251,695	25	2.13	2.01	2.05
March-20	1,157,799	21	2.16	2.01	2.05
April-20	896,180	17	2.18	2.01	2.05
May-20	736,276	12	2.19	2.01	2.05
June-20	499,841	8	2.19	2.01	2.05
July-20	250,588	4	2.21	2.01	2.05

Annual Impact as of September 4, 2018

	(\$ in millions)		
	<u>2018</u>	<u>2019</u>	<u>2020</u>
<u>Ultra Low Sulfur Diesel</u>			
Current Prices vs. 2018 Adopted Budget	(\$37.821)	(\$43.712)	(\$14.636)
Impact of Hedge	<u>15.770</u>	<u>9.381</u>	<u>(0.270)</u>
Net Impact: Fav/(Unfav)	(\$22.051)	(\$34.331)	(\$14.905)
 <u>Compressed Natural Gas</u>			
Current Prices vs. 2018 Adopted Budget	(\$3.415)	(\$2.723)	(\$0.873)
Impact of Hedge	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>
Net Impact: Fav/(Unfav)	(\$3.415)	(\$2.723)	(\$0.873)
 <u>Summary</u>			
Current Prices vs. 2018 Adopted Budget	(\$41.236)	(\$46.435)	(\$15.508)
Impact of Hedge	<u>15.770</u>	<u>9.381</u>	<u>(0.270)</u>
Net Impact: Fav/(Unfav)	(\$25.466)	(\$37.054)	(\$15.778)

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2018 Mid-Year Forecast
Accrual Statement of Operations by Category
June 2018 Monthly
(\$ in millions)

	Non-Reimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	-Variance: Fav/(Unfav)- Dollars Percent		Mid-Year Forecast	Actual	-Variance: Fav/(Unfav)- Dollars Percent		Mid-Year Forecast	Actual	-Variance: Fav/(Unfav)- Dollars Percent	
Revenue												
Farebox Revenue	\$531.4	\$533.7	\$2.3	0.4	\$0.0	\$0.0	\$0.0	N/A	\$531.4	\$533.7	\$2.3	0.4
Toll Revenue	169.3	175.8	6.5	3.8	0.0	0.0	0.0	N/A	169.3	175.8	6.5	3.8
Other Revenue	54.3	55.7	1.4	2.6	0.0	0.0	0.0	N/A	54.3	55.7	1.4	2.6
Capital and Other Reimbursements	0.0	0.0	0.0	N/A	201.7	202.8	1.1	0.5	201.7	202.8	1.1	0.5
Total Revenues	\$755.0	\$765.2	\$10.2	1.4	\$201.7	\$202.8	\$1.1	0.5	\$956.7	\$968.0	\$11.3	1.2
Expenses												
<u>Labor:</u>												
Payroll	\$432.6	\$429.8	\$2.9	0.7	\$76.2	\$57.4	\$18.8	24.6	\$508.8	\$487.2	\$21.6	4.2
Overtime	41.4	86.4	(45.0)	<(100.0)	(1.5)	25.0	(26.5)	<(100.0)	39.9	111.4	(71.5)	<(100.0)
Health and Welfare	116.5	115.8	0.7	0.6	6.0	6.9	(0.9)	(15.3)	122.5	122.7	(0.3)	(0.2)
OPEB Current Payments	70.7	75.4	(4.7)	(6.6)	1.1	0.8	0.3	27.2	71.9	76.2	(4.4)	(6.1)
Pension	115.5	115.7	(0.2)	(0.2)	8.0	10.4	(2.4)	(30.3)	123.5	126.1	(2.6)	(2.1)
Other Fringe Benefits	72.3	75.8	(3.5)	(4.9)	19.7	21.7	(2.0)	(10.3)	92.0	97.6	(5.6)	(6.1)
Reimbursable Overhead	(26.5)	(40.8)	14.3	54.2	26.2	40.5	(14.3)	(54.5)	(0.2)	(5.3)	0.0	19.9
Total Labor Expenses	\$822.5	\$858.1	(\$35.6)	(4.3)	\$135.7	\$162.8	(\$27.1)	(20.0)	\$958.3	\$1,021.0	(\$62.7)	(6.5)
<u>Non-Labor:</u>												
Electric Power	\$44.9	\$36.1	\$8.7	19.4	\$0.1	(\$0.1)	\$0.2	> 100.0	\$45.0	\$36.1	\$8.9	19.9
Fuel	12.9	15.5	(2.6)	(20.5)	(0.4)	(0.2)	(0.2)	(44.3)	12.5	15.3	(2.8)	(22.5)
Insurance	2.5	0.7	1.9	73.9	1.2	1.1	0.1	9.8	3.8	1.8	2.0	52.9
Claims	27.0	30.1	(3.1)	(11.4)	0.0	0.0	0.0	N/A	27.0	30.1	(3.1)	(11.4)
Paratransit Service Contracts	34.1	40.8	(6.7)	(19.6)	0.0	0.0	0.0	N/A	34.1	40.8	(6.7)	(19.6)
Maintenance and Other Operating Contracts	74.7	53.6	21.1	28.2	23.9	11.0	12.9	54.1	98.6	64.5	34.0	34.5
Professional Services Contracts	42.5	48.0	(5.6)	(13.1)	17.5	7.9	9.6	54.9	59.9	55.9	4.0	6.7
Materials and Supplies	53.7	60.4	(6.7)	(12.5)	25.0	19.7	5.4	21.4	78.7	80.1	(1.4)	(1.7)
Other Business Expenses	22.5	26.7	(4.2)	(18.8)	(1.4)	0.6	(2.0)	<(100.0)	21.0	27.2	(6.2)	(29.5)
Total Non-Labor Expenses	\$314.7	\$311.9	\$2.8	0.9	\$66.0	\$39.9	\$26.1	39.5	\$380.7	\$351.8	\$28.9	7.6
<u>Other Expense Adjustments</u>												
Other	\$10.6	\$8.3	\$2.3	21.9	\$0.0	\$0.0	\$0.0	N/A	\$10.6	\$8.3	\$2.3	21.9
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
Total Other Expense Adjustments	\$10.6	\$8.3	\$2.3	21.9	\$0.0	\$0.0	\$0.0	N/A	\$10.6	\$8.3	\$2.3	21.9
Total Expenses Before Non-Cash Liability Adjs.	\$1,147.9	\$1,178.3	(\$30.4)	(2.7)	\$201.7	\$202.8	(\$1.0)	(0.5)	\$1,349.6	\$1,381.1	(\$31.5)	(2.3)
Depreciation	\$182.6	\$223.2	(\$40.6)	(22.2)	\$0.0	\$0.0	\$0.0	N/A	\$182.6	\$223.2	(\$40.6)	(22.2)
OPEB Liability Adjustment	448.7	375.7	73.0	16.3	0.0	0.0	0.0	N/A	448.7	375.7	73.0	16.3
GASB 68 Pension Expense Adjustment	8.5	(0.3)	8.8	> 100.0	0.0	0.0	0.0	N/A	8.5	(0.3)	8.8	>100.0
Environmental Remediation	1.2	2.1	(1.0)	(84.8)	0.0	0.0	0.0	N/A	1.2	2.1	(1.0)	(84.8)
Total Expenses After Non-Cash Liability Adjs.	\$1,788.8	\$1,779.1	\$9.7	0.5	\$201.7	\$202.8	(\$1.0)	(0.5)	\$1,990.5	\$1,981.9	\$8.7	0.4
Less: B&T Depreciation & GASB Adjustments	\$16.9	\$17.4	(\$0.5)	(3.0)	\$0.0	\$0.0	\$0.0	0.0	\$16.9	\$17.4	(\$0.5)	(3.0)
Adjusted Total Expenses	\$1,771.9	\$1,761.7	\$10.2	0.6	\$201.7	\$202.8	(\$1.0)	(0.5)	\$1,973.6	\$1,964.5	\$9.2	0.5
Net Surplus/(Deficit) excl. Subsidies and Debt Service	(\$1,016.9)	(\$996.5)	\$20.4	2.0	\$0.0	\$0.1	\$0.1	N/A	(\$1,016.9)	(\$996.4)	\$20.5	2.0
Subsidies	\$651.9	\$731.1	\$79.3	12.2	\$0.0	\$0.0	\$0.0	N/A	\$651.9	\$731.1	\$79.3	12.2
Debt Service	231.0	250.4	(19.4)	(8.4)	0.0	0.0	0.0	N/A	231.0	250.4	(19.4)	(8.4)

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
July Financial Plan - 2018 Mid-Year Forecast
Accrual Statement of Operations by Category
June 2018 Year-to-Date
(\$ in millions)

	Non-Reimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	-Variance: Fav/(Unfav)- Dollars	Percent	Mid-Year Forecast	Actual	-Variance: Fav/(Unfav)- Dollars	Percent	Mid-Year Forecast	Actual	-Variance: Fav/(Unfav)- Dollars	Percent
Revenue												
Farebox Revenue	\$3,034.1	\$3,036.5	\$2.4	0.1	\$0.0	\$0.0	\$0.0	N/A	\$3,034.1	\$3,036.5	\$2.4	0.1
Toll Revenue	945.1	951.6	6.5	0.7	0.0	0.0	0.0	N/A	945.1	951.6	6.5	0.7
Other Revenue	319.5	320.5	1.0	0.3	0.0	0.0	0.0	N/A	319.5	320.5	1.0	0.3
Capital and Other Reimbursements	0.0	0.0	0.0	N/A	1,132.4	1,154.6	22.2	2.0	1,132.4	1,154.6	22.2	2.0
Total Revenues	\$4,298.6	\$4,308.5	\$9.9	0.2	\$1,132.4	\$1,154.6	\$22.2	2.0	\$5,431.1	\$5,463.1	\$32.1	0.6
Expenses												
<u>Labor:</u>												
Payroll	\$2,562.2	\$2,557.1	\$5.2	0.2	\$375.1	\$356.0	\$19.1	5.1	\$2,937.3	\$2,913.1	\$24.2	0.8
Overtime	485.1	533.9	(48.8)	(10.1)	106.9	141.0	(34.0)	(31.8)	592.1	674.9	(82.8)	(14.0)
Health and Welfare	645.4	647.6	(2.2)	(0.3)	38.7	40.6	(1.9)	(4.9)	684.1	688.2	(4.2)	(0.6)
OPEB Current Payments	306.3	311.4	(5.1)	(1.7)	4.9	4.6	0.3	6.2	311.3	316.1	(4.8)	(1.5)
Pension	661.1	661.6	(0.5)	(0.1)	50.2	53.5	(3.3)	(6.6)	711.4	715.2	(3.8)	(0.5)
Other Fringe Benefits	455.3	465.8	(10.5)	(2.3)	132.9	136.4	(3.5)	(2.7)	588.2	602.2	(14.1)	(2.4)
Reimbursable Overhead	(217.6)	(244.9)	27.3	12.5	215.9	243.1	(27.1)	(12.6)	(1.7)	(1.9)	0.1	8.2
Total Labor Expenses	\$4,897.8	\$4,932.5	(\$34.7)	(0.7)	\$924.7	\$975.2	(\$50.5)	(5.5)	\$5,822.4	\$5,907.7	(\$85.2)	(1.5)
<u>Non-Labor:</u>												
Electric Power	\$242.8	\$233.7	\$9.1	3.7	\$0.7	\$0.8	(\$0.1)	(10.6)	\$243.5	\$234.5	\$9.0	3.7
Fuel	94.3	96.7	(2.3)	(2.5)	0.1	0.2	(0.2)	<(100.0)	94.4	96.9	(2.5)	(2.7)
Insurance	(0.4)	(4.5)	4.1	> 100.0	6.8	6.4	0.5	6.7	6.4	1.9	4.5	70.5
Claims	179.4	185.1	(5.7)	(3.2)	0.0	0.0	0.0	N/A	179.4	185.1	(5.7)	(3.2)
Paratransit Service Contracts	207.2	213.9	(6.7)	(3.2)	0.0	0.0	0.0	N/A	207.2	213.9	(6.7)	(3.2)
Maintenance and Other Operating Contracts	349.3	322.2	27.0	7.7	54.6	47.7	6.9	12.6	403.9	369.9	34.0	8.4
Professional Services Contracts	255.2	250.1	5.1	2.0	61.2	47.2	14.0	22.9	316.4	297.3	19.1	6.0
Materials and Supplies	310.0	310.4	(0.4)	(0.1)	85.5	75.9	9.5	11.2	395.5	386.3	9.1	2.3
Other Business Expenses	116.0	119.6	(3.6)	(3.1)	(1.0)	1.2	(2.2)	<(100.0)	115.0	120.9	(5.8)	(5.1)
Total Non-Labor Expenses	\$1,753.8	\$1,727.2	\$26.6	1.5	\$207.8	\$179.4	\$28.4	13.7	\$1,961.7	\$1,906.6	\$55.0	2.8
<u>Other Expense Adjustments</u>												
Other	\$25.2	\$22.9	\$2.3	9.3	\$0.0	\$0.0	\$0.0	N/A	\$25.2	\$22.9	\$2.3	9.3
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
Total Other Expense Adjustments	\$25.2	\$22.9	\$2.3	9.3	\$0.0	\$0.0	\$0.0	N/A	\$25.2	\$22.9	\$2.3	9.3
Total Expenses Before Non-Cash Liability Adjs.	\$6,676.8	\$6,682.6	(\$5.8)	(0.1)	\$1,132.5	\$1,154.6	(\$22.1)	(2.0)	\$7,809.3	\$7,837.2	(\$27.9)	(0.4)
Depreciation	\$1,283.1	\$1,334.8	(\$51.7)	(4.0)	\$0.0	\$0.0	\$0.0	N/A	\$1,283.1	\$1,334.8	(\$51.7)	(4.0)
OPEB Liability Adjustment	895.3	821.2	74.1	8.3	0.0	0.0	0.0	N/A	895.3	821.2	74.1	8.3
GASB 68 Pension Expense Adjustment	11.8	1.1	10.7	90.7	0.0	0.0	0.0	N/A	11.8	1.1	10.7	90.7
Environmental Remediation	3.1	3.8	(0.8)	(24.7)	0.0	0.0	0.0	N/A	3.1	3.8	(0.8)	(24.7)
Total Expenses After Non-Cash Liability Adjs.	\$8,870.2	\$8,843.5	\$26.6	0.3	\$1,132.5	\$1,154.6	(\$22.1)	(2.0)	\$10,002.6	\$9,998.1	\$4.5	0.0
Less: B&T Depreciation & GASB Adjustments	\$101.9	\$102.4	(\$0.5)	(0.5)	\$0.0	\$0.0	\$0.0	0.0	\$101.9	\$102.4	(\$0.5)	(0.5)
Adjusted Total Expenses	\$8,768.3	\$8,741.2	\$27.1	0.3	\$1,132.5	\$1,154.6	(\$22.1)	(2.0)	\$9,900.8	\$9,895.8	\$5.0	0.1
Net Surplus/(Deficit) excl. Subsidies and Debt Service	(\$4,469.7)	(\$4,432.6)	\$37.0	0.8	(\$0.1)	\$0.0	\$0.1	N/A	(\$4,469.7)	(\$4,432.6)	\$37.1	0.8
Subsidies	\$4,374.7	\$4,450.0	\$75.3	1.7	\$0.0	\$0.0	\$0.0	N/A	\$4,374.7	\$4,450.0	\$75.3	1.7
Debt Service	1,280.1	1,299.5	(19.4)	(1.5)	0.0	0.0	0.0	N/A	1,280.1	1,299.5	(19.4)	(1.5)

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
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
June 2018
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	June		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
Farebox Revenue	NR	2.3	0.4	Higher ridership and yields were responsible for the favorable variance of \$1.5M at the LIRR. MTA Bus was favorable by \$1.0M due to higher ridership. NYCT was favorable by \$0.6M due to monthly adjustments and corrections. These results were partially offset by an unfavorable variance of (\$0.7M) at MNR due to lower average yield per passenger.	2.4	0.1	Drivers for the month apply to the YTD favorable variances of \$1.9M at the LIRR, \$1.0M at MTA Bus, and \$0.6M at NYCT, partially offset by an unfavorable variance of (\$1.0M) at MNR.
Vehicle Toll Revenue	NR	6.5	3.8	Toll revenues were favorable due to higher traffic volume.	6.5	0.7	Toll revenues were favorable due to higher traffic volume.
Other Operating Revenue	NR	1.4	2.6	The favorable outcome was the result of higher GCT net retail revenues of \$0.9M at MNR; and higher Battery Parking Garage income and revenue from E-ZPass administrative fees of \$0.8M at B&T. Other Agency variances were minor.	1.0	0.3	The YTD favorable variance was mainly due to \$3.8M at MTAHQ, reflecting the timing impact of a capital construction rent payment that was budgeted in July but recorded in June; and \$0.8M at B&T due to the same drivers reported for the month. A negative shift in the market value of the invested asset portfolio at FMTAC of (\$2.8M), and higher retail revenue at MNR of (\$0.8M), partially offset favorable results. Other Agency variances were minor.
Payroll	NR	2.9	0.7	Vacancies were mainly responsible for favorable variances of \$7.9M at NYCT and \$1.3M at both B&T and the LIRR. Vacation accrual adjustments at MTAHQ and timing at MTA Bus partially offset the favorable variances by (\$5.7M) and (\$1.5M), respectively.	5.2	0.2	The same drivers of the monthly variance were responsible for favorable YTD results of \$7.9M at NYCT, \$3.9M at the LIRR, and \$1.3M at B&T, which were partially offset by unfavorable variances of (\$7.0M) at MTAHQ and (\$1.5M) at MTA Bus.
Overtime	NR	(45.0)	*	Subway service delays, vacancy/absenteeism, and additional maintenance work supporting the Subway Action Plan (SAP) were the primary causes of the (\$44.6M) overage at NYCT; while vacancies and traffic were contributors to the unfavorable outcome of (\$0.7M) at MTA Bus. (See Overtime Decomposition Report for more details)	(48.8)	(10.1)	The same drivers of the monthly variance continue at NYCT, the financial impact of which constitutes over 90% of the YTD overage. By Agency, the unfavorable variances were (\$44.6M) at NYCT, (\$2.1M) at the LIRR (mainly in maintenance, unscheduled service, and weather-related overtime), (\$1.1M) at MNR (mainly for weather-related coverage), and (\$0.7M) at MTA Bus (mainly unscheduled service and programmatic/routine maintenance). (See Overtime Decomposition Report for more details)
Health and Welfare	NR	0.7	0.6	Vacancies were responsible for favorable variances of \$0.7M at the LIRR and \$0.5M at B&T. These results were partially offset by an unfavorable variance of (\$0.8M) at NYCT primarily due to timing. Other agency variances were minor.	(2.2)	(0.3)	Higher rates were responsible for the unfavorable variance of (\$2.8M) at MNR. Timing was responsible for unfavorable variances of (\$1.1M) at MTAHQ and (\$0.8M) at NYCT. These results were partially offset by a favorable variance of \$2.4M at the LIRR due to vacancies.
OPEB - Current Payment	NR	(4.7)	(6.6)	Timing was responsible for the unfavorable variance of (\$4.8M) at NYCT. Other agency variances were minor.	(5.1)	(1.7)	Timing was responsible for the unfavorable variance of (\$4.8M) at NYCT and MNR was unfavorable by (\$1.3M) due to additional retirees. These results were partially offset by a favorable variance of \$1.2M at the LIRR due to fewer retirees.
Pensions	NR	(0.2)	(0.2)	Timing was mostly responsible for an unfavorable variance of (\$1.7M) at NYCT, and favorable variances of \$0.6M at both the LIRR and MTAHQ. Lower rates were mainly responsible for the favorable variance of \$0.5M at MNR. Other agency variances were minor.	(0.5)	(0.1)	Unfavorable variances of (\$1.7M) at NYCT and (\$0.7M) at MTAHQ were mostly due to timing and an accounting adjustment, respectively. Favorable variances of \$1.6M at the LIRR and \$0.5M at MNR were due to timing and lower rates, respectively.
Other Fringe Benefits	NR	(3.5)	(4.9)	NYCT was (\$4.5M) unfavorable due to higher FICA costs. The LIRR was unfavorable by (\$2.0M) due to higher Federal Employers Liability Act (FELA) indemnity reserves. These results were partially offset by favorable variances of \$1.6M at MNR due to lower employee claims; \$0.8M at MTAHQ due to the impact of a hiring freeze, rates, and timing; and \$0.5M at MTA Bus due to lower-than-forecasted interagency billings.	(10.5)	(2.3)	The same drivers of the monthly variance were responsible for unfavorable YTD variances of (\$7.1M) at the LIRR and (\$4.5M) at NYCT. MTAHQ was (\$1.5M) unfavorable due to higher workmen's compensation payments. These results were partially offset by favorable variances of \$2.0M at MNR and \$0.5M at MTA Bus due to the continuance of monthly drivers.

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
June 2018
(\$ in millions)

June					YEAR-TO-DATE		
Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable)		Reason for Variance	Favorable (Unfavorable)		Reason for Variance
		\$	%		\$	%	
Reimbursable Overhead	NR	14.3	54.2	Changes in project activity assumptions were mainly responsible for favorable variances of \$11.8M at NYCT, \$2.4M at the LIRR, and \$0.8M at MNR, which were partially offset by an unfavorable variance of (\$0.7M) at MTAHQ.	27.3	12.5	The favorable variance mainly reflects the impact of higher capital project activity: \$11.8M at NYCT, \$7.0M at the LIRR, \$6.5M at MTAHQ, and \$1.9M at MNR.
Electric Power	NR	8.7	19.4	A mix of lower rates and consumption was responsible for favorable variances of \$6.0M at NYCT and \$1.4M at MNR. Other Agency variances were minor.	9.1	3.7	The causes for the favorable YTD variance continue as reported for the month, with \$6.0M at NYCT, \$1.0M at MTAHQ (mostly timing), \$1.0M at MNR, and \$0.5M at the LIRR. Other Agency variances were minor.
Fuel	NR	(2.6)	(20.5)	Higher prices and consumption were mostly responsible for an unfavorable variance of (\$3.2M) at NYCT, while receipt of a compressed natural gas (CNG) rebate was responsible for a favorable variance of \$0.8M at MTA Bus.	(2.3)	(2.5)	YTD variance was mostly due to the same drivers as noted for the month. NYCT was (\$3.2M) unfavorable, and MTA Bus was \$0.8M favorable.
Insurance	NR	1.9	73.9	Timing was responsible for favorable variances of \$1.6M at FMTAC and \$1.0M at MTAHQ, and an unfavorable variance of (\$0.7M) at B&T.	4.1	*	Timing continues to produce favorable results of \$3.8M at FMTAC, \$1.2M at MTAHQ, and an unfavorable variance of (\$0.7M) at B&T.
Claims	NR	(3.1)	(11.4)	Unfavorable variance was mostly due to FMTAC (\$3.7M), resulting from an actuarial revaluation. Other Agency variances were minor.	(5.7)	(3.2)	Unfavorable variance was primarily due to FMTAC (\$7.5M), resulting from an actuarial revaluation and higher Paratransit claims. Other Agency variances were minor.
Paratransit Service Contracts	NR	(6.7)	(19.6)	Due primarily to the impact of increases in taxi/E-Hail trips.	(6.7)	(3.2)	The cause for the month also applies to the YTD unfavorable variance.
Maintenance and Other Operating Contracts	NR	21.1	28.2	The overall favorable result was mainly due to timing: \$7.9M at NYCT mainly for facility-related expenses; \$3.6M at B&T for the E-ZPass Customer Service Center and major maintenance projects; \$3.5M at MNR for BL-20 locomotive overhauls; \$2.4M at MTAHQ for Gowanus expenses, MTA PD facility maintenance, and 2 Broadway janitorial and facility maintenance; \$2.2M at MTA Bus for the Shop Program, bus technology, and SBS rollouts; and \$1.1M at the LIRR for facility maintenance, Penn Station cleaning, and non-revenue vehicle repairs. Lower revenue vehicle maintenance and repair requirements at NYCT, and lower GCT utilities expenses resulting from the installation of efficient chiller equipment at MNR, also contributed to the favorable variance.	27.0	7.7	YTD variance was mostly due to the same drivers as noted for the month. Favorable variances were \$7.9M at NYCT, \$6.9M at MNR, \$3.8M at the LIRR, \$3.6M at B&T, and \$2.2M at both MTAHQ and MTA Bus.
Professional Service Contracts	NR	(5.6)	(13.1)	The overall result was mainly attributable to timing: Unfavorable variances of (\$8.8M) at NYCT for various procured services, and (\$2.1M) at the LIRR due to interagency chargebacks, were partially offset by favorable variances of \$3.4M at MTAHQ due mostly to lower IT-related and other services, \$0.9M at MNR for EAM consulting, engineering, medical, and legal services, and \$0.5M at B&T for bond issuance costs. The LIRR's unfavorable variance was also partly due to the write-off of projects no longer eligible for capital funding.	5.1	2.0	YTD variance was mostly due to the same drivers as noted for the month. Favorable variances of \$12.6M at MTAHQ, \$2.5M at MNR, and \$0.5M at B&T, were partially offset by unfavorable variances of (\$8.8M) at NYCT and (\$2.1M) at the LIRR.

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
June 2018
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	June		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
Materials & Supplies	NR	(6.7)	(12.5)	Higher non-revenue vehicle maintenance work, including SAP-related requirements, contributed to the unfavorable variance of (\$18.1M) at NYCT. This was partially offset by favorable results of \$7.4M at the LIRR (mostly for Reliability Centered Maintenance [RCM] activities); \$2.9M at MTA Bus due to the timing of costs related to the new fare payment system and Select Bus Service (SBS) Rollouts; and \$1.1M at MNR primarily due to lower obsolete and excess material reserves, and other inventory adjustments.	(0.4)	(0.1)	Drivers for the month also apply to the YTD variance with an unfavorable result of (\$18.1M) at NYCT and favorable outcomes of \$14.0M at the LIRR (including the timing of fleet modifications), \$2.9M at MTA Bus, and \$0.9M at MNR.
Other Business Expenses	NR	(4.2)	(18.8)	NYCT was (\$3.8M) unfavorable mainly due to miscellaneous expenses caused in part by timing. MNR was (\$0.9M) unfavorable primarily due to lower expense recoveries from Amtrak and higher-than-forecasted subsidy payments made to NJ Transit. The LIRR was (\$0.4M) unfavorable mostly due to a higher bad debt adjustment. These results were partially offset by a favorable variance of \$0.6M at MTAHQ, reflecting the impact of ongoing restrictions on non-essential spending.	(3.6)	(3.1)	NYCT was (\$3.8M) unfavorable due to the same reasons as reported for the month. FMTAC was (\$0.9M) unfavorable due to higher incurred general & administrative, commissions, and safety loss control expenses. These results were partially offset by a favorable variance of \$0.7M at MTAHQ due to the same reasons reported for the month.
Other Expense Adjustments	NR	2.3	21.9	Variance due to timing differences in project completions.	2.3	9.3	Variance due to timing differences in project completions.
Depreciation	NR	(40.6)	(22.2)	Timing differences in project completions and assets reaching beneficial use resulted in unfavorable variances of (\$38.0M) at NYCT, (\$3.7M) at the LIRR, and (\$0.5M) at both SIR and B&T, and favorable variances of \$1.5M at MNR and \$0.6M at MTAHQ.	(51.7)	(4.0)	YTD variances continue as reported for the month with unfavorable results of (\$38.0M) at NYCT, (\$19.0M) at the LIRR, and (\$0.5M) at both SIR and B&T, that were partially offset by favorable variances of \$5.1M at MNR and \$1.2M at MTAHQ.
OPEB Liability Adjustment	NR	73.0	16.3	The GASB adjustment reflects the value associated with the unfunded accrued liability for post employment health benefits. Favorable variances were \$65.3M at NYCT, \$4.7M at MTA Bus, \$2.5M at MTAHQ, and \$0.5M at MNR.	74.1	8.3	The GASB adjustment reflects the value associated with the unfunded accrued liability for post employment health benefits. Favorable variances were \$65.3M at NYCT, \$4.7M at MTA Bus, \$2.5M at MNR, and \$1.7M at MTAHQ.
GASB 68 Pension Adjustment	NR	8.8	*	Reflects Agencies' adjustments to account for net pension liability. MTA Bus was favorable by \$6.5M, \$1.8M at MNR, and \$0.5M at SIR.	10.7	90.7	Reflects Agencies' adjustments to account for net pension liability. MTA Bus was favorable by \$6.5M, \$3.8M at MNR, and \$0.5M at SIR.
Environmental Remediation	NR	(1.0)	(84.8)	The unfavorable variance is mainly reflective of higher overall costs at MNR of (\$0.7M).	(0.8)	(24.7)	YTD variance was mostly due to the same drivers as noted for the month. MNR was unfavorable by (\$0.5M).
Reimbursable revenue and expense activity are primarily influenced by the nature and timing of project activity. Accordingly, variances reflect the impact of the aforementioned influences as well as changes in reimbursement and vacancy assumptions, refinements to project scheduling as well as project delays/accelerations. At MTAHQ, impacts reflect reimbursable directed patrol (police coverage) requirements. The following lists the major contributors of the variance by Agency.							
Capital & Other Reimbursements	R	1.1	0.5	Favorable variances: \$15.4M at the LIRR and \$3.8M at MNR. Unfavorable variances: (\$15.7M) at NYCT, (\$1.3M) at MTAHQ, and (\$0.8M) at MTACC.	22.2	2.0	Favorable variances: \$37.3M at the LIRR and \$10.7M at MTAHQ. Unfavorable variances: (\$15.7M) at NYCT, (\$9.0M) at MNR, and (\$0.8M) at MTACC.
Payroll	R	18.8	24.6	Favorable variance: \$19.3M at NYCT. Unfavorable variance: (\$1.2M) at the LIRR. Other Agency variances were minor.	19.1	5.1	Favorable variances: \$19.3M at NYCT and \$1.5M at MNR. Unfavorable variance: (\$2.1M) at the LIRR. Other Agency variances were minor.
Overtime	R	(26.5)	*	Unfavorable variances: (\$23.9M) at NYCT and (\$2.4M) at the LIRR. Other Agency variances were minor (See Overtime Decomposition Report for more details)	(34.0)	(31.8)	Unfavorable variances: (\$23.9M) at NYCT, (\$9.1M) at the LIRR, and (\$1.2M) at MNR. (See Overtime Decomposition Report for more details)
Health and Welfare	R	(0.9)	(15.3)	Unfavorable variances: (\$0.6M) at both the LIRR and NYCT. Other agency variances were minor.	(1.9)	(4.9)	Unfavorable variances: (\$1.8M) at the LIRR and (\$0.6M) at NYCT. Other agency variances were minor.
OPEB Current Payment	R	0.3	27.2	Agency variances were minor.	0.3	6.2	Agency variances were minor.

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - 2018 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
June 2018
(\$ in millions)

				June	YEAR-TO-DATE			
Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable)		Reason for Variance	Favorable (Unfavorable)		Reason for Variance	
		\$ (2.4)	% (30.3)		\$ (3.3)	% (6.6)		
Pensions	R	(2.4)	(30.3)	Unfavorable variances: (\$1.9M) at NYCT and (\$0.6M) at the LIRR.	(3.3)	(6.6)	Unfavorable variances: (\$1.9M) at NYCT and (\$1.6M) at the LIRR.	
Other Fringe Benefits	R	(2.0)	(10.3)	Unfavorable variances: (\$1.3M) at NYCT and (\$0.8M) at the LIRR. Other agency variances were minor.	(3.5)	(2.7)	Unfavorable variances: (\$2.4M) at the LIRR and (\$1.3M) at NYCT. Other agency variances were minor.	
Reimbursable Overhead	R	(14.3)	(54.5)	Unfavorable variances: (\$11.8M) at NYCT, (\$2.4M) at the LIRR, and (\$0.7M) at MNR. Favorable variance: \$0.7M at MTAHQ.	(27.1)	(12.6)	Unfavorable variances: (\$11.8M) at NYCT, (\$7.0M) at the LIRR, (\$6.5M) at MTAHQ, and (\$1.8M) at MNR.	
Electric Power	R	0.2	*	The favorable variance was mainly due to timing at the LIRR.	(0.1)	(10.6)	Minor variance.	
Fuel	R	(0.2)	(44.3)	Unfavorable variance: (\$0.2M) at NYCT.	(0.2)	*	Unfavorable variance: (\$0.2M) at NYCT.	
Insurance	R	0.1	9.8	Minor variance.	0.5	6.7	Favorable variance: \$0.5M at MNR.	
Maintenance and Other Operating Contracts	R	12.9	54.1	Favorable variance: \$17.9M at NYCT. Unfavorable variance: (\$1.1M) at the LIRR.	6.9	12.6	Favorable variance: \$17.9M at NYCT. Unfavorable variances: (\$7.5M) at MNR and (\$3.5M) at the LIRR.	
Professional Service Contracts	R	9.6	54.9	Favorable variances: \$6.5M at NYCT, \$2.8M at MNR, and \$0.5M at both MTACC and MTAHQ. Unfavorable variance: (\$0.7M) at the LIRR.	14.0	22.9	Favorable variances: \$13.2M at MNR, \$6.5M at NYCT, and \$0.5M at MTACC. Unfavorable variances: (\$4.5M) at MTAHQ and (\$1.7M) at the LIRR.	
Materials & Supplies	R	5.4	21.4	Favorable variance: \$13.3M at NYCT. Unfavorable variances: (\$5.6M) at the LIRR and (\$2.4M) at MNR.	9.5	11.2	Favorable variances: \$13.3M at NYCT and \$3.8M at MNR. Unfavorable variance: (\$7.6M) at the LIRR.	
Other Business Expenses	R	(2.0)	*	Unfavorable variance: (\$1.9M) at NYCT.	(2.2)	*	Unfavorable variance: (\$1.9M) at NYCT.	
Subsidies	NR	79.3	12.2	The favorable accrual variance of \$79.3M was mainly due to higher-than-budgeted Petroleum Business Tax revenue of \$65.1M and higher MTA Aid Taxes of \$31.8M, both attributable to timing. This was offset by unfavorable accruals for City Subsidy to MTA Bus of (\$18.4M), due to timing.	75.2	1.7	The favorable accrual variance of \$75.2M was mainly due to higher-than-budgeted Petroleum Business Tax revenue of \$65.1M and higher MTA Aid Taxes of \$31.8M, both attributable to timing. This was offset by unfavorable accruals for City Subsidy to MTA Bus of (\$18.5M), due to timing, and slightly unfavorable MRT revenues of (\$2.8M).	
Debt Service	NR	(19.4)	(8.4)	Unfavorable variance of \$19.4 million due to timing related adjustments partially offset by lower than budgeted rates.	(19.4)	(1.5)	Unfavorable Year-to-Date variance due to timing related adjustments offset by lower than budgeted variable rates.	

METROPOLITAN TRANSPORTATION AUTHORITY
Overtime Decomposition Report
Mid-Year Forecast vs. Actuals
June 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.

June 2018 Overtime Reporting - Preliminary Results

Month – Non-Reimbursable

Total overtime was (\$45.0M), or (108.9%), unfavorable to the Mid-Year Forecast and all basically generated by NYCT.

Unscheduled Service was (\$22.7M) unfavorable, mainly reflecting the impact of subway service delays at NYCT (\$21.8M). MTA Bus's unfavorable variance of (\$0.7M) was mostly due to increased traffic.

Vacancy/Absentee Coverage was (\$15.6M) unfavorable, mainly due to coverage required for station agents, bus dispatchers, and track and signal hourly employees (including SAP requirements) at NYCT (\$17.2M). This overage was partially offset by favorable variances of \$0.9M at the LIRR mainly due to fewer tours and improved employee availability within the Transportation Department, and \$0.5M at MTA Bus due mainly to improved employee availability among bus operators.

Programmatic/Routine Maintenance was (\$5.8M) unfavorable, mainly due to the timing of SAP project work, i.e., cleaning drains and accelerating repairs to defective track as well as signals, power, and station work – all critical components of the SAP at NYCT (\$4.9M). MTA Bus was (\$0.7M) unfavorable as a result of increased maintenance work required to keep outmoded fleet in a state of good repair.

Other was (\$4.7M) unfavorable, reflecting (\$3.8M) erroneously charged to operating at NYCT (which is to be correctly charged to reimbursable in the next cycle), and timing-related differences between payroll and calendar cutoff dates at MNR (\$0.6M).

Scheduled Service was \$3.6M favorable, mainly due to timing and vacancies within the Department of Buses at NYCT, \$2.8M, and lower requirements at MNR, \$0.5M.

Month - Reimbursable

Reimbursable Overtime exceeded the Mid-Year Forecast by (\$26.5M), mainly due to vacancy/absentee coverage and additional capital support requirements at NYCT (\$23.9M); and Main Line double-track work, East Side Access, East Rail Yard, Jamaica

METROPOLITAN TRANSPORTATION AUTHORITY
Overtime Decomposition Report
Mid-Year Forecast vs. Actuals
June 2018

capacity improvements, Hicksville and Wantagh Station improvements, PSE&G pole replacements, and the Annual Track program at the LIRR (\$2.4M).

YTD – Non-Reimbursable

Total overtime was (\$48.8M), or (10.1%), unfavorable to the Mid-Year Forecast. Of this amount, NYCT comprised (\$44.6M) or 91.4% of the overage.

Unscheduled Service was (\$23.0M) unfavorable. YTD results reflect the continuance of factors noted for the month at NYCT (\$21.8M) and MTA Bus (\$0.7M); and additional operational support required to improve on-time performance at the LIRR (\$0.5M).

Vacancy/Absentee Coverage was (\$14.7M) unfavorable. The drivers of this variance reflect the same as those reported for the month, causing overages of (\$17.2M) at NYCT, partially offset by favorable variances of \$1.5M at the LIRR, and \$0.5M at MTA Bus.

Programmatic/Routine Maintenance was (\$7.8M) unfavorable. YTD results reflect the continuance of factors noted for the month at NYCT (\$4.9M) and MTA Bus (\$0.7M). Also contributing to the overage were the Wreck Lead Bridge timber track renewal project, additional night time emergency crew, replacement of defective concrete ties, undercutting track maintenance, and the Sperry rail car initiative at the LIRR (\$2.4M).

Other was (\$4.7M) unfavorable. YTD results reflect the continuance of factors noted for the month at NYCT (\$3.8M). Other agency variances were minor.

Weather Emergencies were unfavorable by (\$2.9M), reflecting the impact of several storms in March, April, and May at MNR (\$2.6M).

Scheduled Service was \$3.9M favorable, reflecting the continuation of factors noted for the month at NYCT of \$2.8M, and at MNR of \$0.8M.

YTD – Reimbursable

Reimbursable Overtime exceeded the Mid-Year Forecast by (\$34.0M), due to the continuance of factors noted for the month at NYCT (\$23.9M) and at the LIRR (\$9.1M). Also, other contributing factors include higher activity for the Bronx Stations Capacity Improvement initiative, and the Newburgh-Beacon and West of Hudson Signal Improvements projects at MNR (\$1.2M).

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

	June			June Year-to-Date		
	Mid-Year Forecast	Actuals	Var-Fav(Unfav)	Mid-Year Forecast	Actuals	Var-Fav(Unfav)
Non-Rebursable Overtime						
<u>Scheduled Service</u>	\$21.5	\$17.8	\$3.6 16.9%	\$120.7	\$116.8	\$3.9 3.3%
<u>Unscheduled Service</u>	(\$6.8)	\$15.9	(\$22.7) *	\$74.8	\$97.7	(\$23.0) -30.7%
<u>Programmatic/Routine Maintenance</u>	\$29.3	\$35.0	(\$5.8) -19.7%	\$161.9	\$169.8	(\$7.8) -4.8%
<u>Unscheduled Maintenance</u>	\$0.2	\$0.1	\$0.1 44.8%	\$1.3	\$1.1	\$0.2 14.3%
<u>Vacancy/Absentee Coverage</u>	(\$2.6)	\$13.0	(\$15.6) *	\$55.9	\$70.6	(\$14.7) -26.2%
<u>Weather Emergencies</u>	\$0.3	\$0.3	\$0.0 0.0%	\$49.4	\$52.3	(\$2.9) -5.9%
<u>Safety/Security/Law Enforcement</u>	\$1.8	\$1.8	(\$0.0) -0.7%	\$14.0	\$13.9	\$0.1 0.8%
<u>All Other</u>	(\$2.3)	\$2.4	(\$4.7) *	\$7.1	\$11.7	(\$4.7) -66.6%
Subtotal	\$41.4	\$86.4	(\$45.0) *	\$485.1	\$533.9	(\$48.8) -10.1%
Reimbursable Overtime	(\$1.5)	\$25.0	(\$26.5) *	\$106.9	\$140.9	(\$34.0) -31.8%
Total Overtime	\$39.8	\$111.4	(\$71.6) *	\$592.0	\$674.9	(\$82.8) -14.0%

* 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

Type

Definition

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

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2018 Mid-Year Forecast
Consolidated Accrual Subsidy Detail
June 2018
(\$ in millions)

	Current Month			Year-to-Date		
	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance
Accrued Subsidies:						
<i>Dedicated Taxes</i>						
Mass Transportation Operating Assistance Fund (MMTOA)	\$0.0	\$0.0	\$0.0	\$1,686.6	\$1,686.6	\$0.0
Petroleum Business Tax	48.0	113.1	65.1	244.6	309.7	65.1
MRT 1 (Gross)	23.1	23.1	-	148.8	147.1	(1.7)
MRT 2 (Gross)	10.8	10.8	-	62.8	61.7	(1.1)
Other MRT(b) Adjustments	(2.6)	(2.6)	-	(5.1)	(5.1)	-
Urban Tax	46.2	46.2	-	332.8	332.8	(0.0)
Investment Income	0.3	0.3	-	0.6	0.6	-
	\$125.7	\$190.8	\$65.1	\$2,471.0	\$2,533.4	\$62.4
<i>New State Taxes and Fees</i>						
Payroll Mobility Taxes	259.5	259.5	-	877.8	877.9	0.1
Payroll Mobility Tax Replacement Funds	-	-	-	48.9	48.9	-
MTA Aid Taxes ¹	80.0	111.8	31.8	146.5	178.3	31.8
	\$339.5	\$371.3	\$31.8	\$1,073.2	\$1,105.1	\$31.9
<i>New Funding Sources</i>						
NYS Operating Support for SAP 1	46.4	46.4	-	139.3	139.3	-
NYC Operating Support for SAP	69.7	69.7	-	69.7	69.7	-
NYC Transportation Assistance Fund	-	-	-	-	-	-
	\$116.1	\$116.1	\$0.0	\$209.0	\$209.0	\$0.0
<i>State and Local Subsidies</i>						
NYS Operating Assistance	-	-	-	187.9	187.9	-
NYC and Local 18b:						
New York City	-	-	-	1.9	1.9	-
Nassau County	-	-	-	11.6	11.6	-
Suffolk County	-	-	-	7.5	7.5	-
Westchester County	-	-	-	7.3	7.3	-
Putnam County	-	-	-	0.4	0.4	-
Dutchess County	-	-	-	0.4	0.4	-
Orange County	-	-	-	0.1	0.1	-
Rockland County	-	-	-	0.0	0.0	-
Station Maintenance	14.1	14.1	-	84.1	83.8	(0.3)
	\$14.1	\$14.1	\$0.0	\$301.3	\$301.0	(\$0.3)
Sub-total Dedicated Taxes & State and Local Subsidies	\$595.5	\$692.3	\$96.9	\$4,054.5	\$4,148.5	\$94.0
<i>Other Funding Adjustments</i>						
City Subsidy to MTA Bus	47.0	28.6	(18.4)	248.6	230.2	(18.5)
CDOT Subsidies	9.4	10.2	0.8	71.6	71.3	(0.3)
	\$56.4	\$38.8	(\$17.6)	\$320.2	\$301.4	(\$18.8)
Total Dedicated Taxes & State and Local Subsidies	\$651.9	\$731.1	\$79.3	\$4,374.7	\$4,449.9	\$75.2
B&T Operating Surplus Transfer	53.4	69.5	16.2	357.2	372.9	15.7
Total Accrued Subsidies	\$705.2	\$800.7	\$95.4	\$4,731.9	\$4,822.8	\$90.9

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

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2018 Mid-Year Forecast
Consolidated Accrual Subsidy Detail
Explanation of Variances
(\$ in millions)

June 2018

Accrued Subsidies	Variance \$	Variance %	Explanations
Petroleum Business Tax	65.1	> 100%	The favorable accrual variances for the month and year-to-date were primarily due to timing of booking of accruals by MTA Accounting.
MTA Aid Taxes	31.8	39.7%	MTA Aid transactions were favorable for the month and year-to-date primarily due to timing.
CDOT	0.8	8.8%	The variances for the month was due primarily to timing. Year-to-date results were on target.
City Subsidy to MTA Bus	(18.4)	-39.2%	The unfavorable variances for the month and year-to-date were timing related.
B&T Operating Surplus Transfer	16.2	30.3%	The favorable variances for the month and year-to-date were due to the timing of accruals.

Year-to-Date

Accrued Subsidies	Variance \$	Variance %	Explanations
Petroleum Business Tax	65.1	26.6%	See explanation for the month.
MTA Aid Taxes	31.8	21.7%	Year-to-date MTA Aid transactions were favorable primarily due to timing.
CDOT Subsidies	(0.3)	-0.4%	See explanation for the month.
City Subsidy to MTA Bus	(18.5)	-7.4%	See explanation for the month.
B&T Operating Surplus Transfer	15.7	4.4%	See explanation for the month.

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2018 Mid-Year Forecast
Cash Subsidy Detail by Agency
(\$ in millions)

June 2018

	NYC Transit			Commuter Railroads			SIR			MTA Bus			MTAHQ			TOTAL		
	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance
Cash Subsidies:																		
<i>Dedicated Taxes</i>																		
MMTOA ^(a)	\$111.5	\$114.8	\$3.2	\$54.1	\$50.9	-\$3.2	\$0.4	\$0.4	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$166.0	\$166.0	\$0.0
Petroleum Business Tax	40.8	40.8	-	7.2	7.2	-	-	-	-	-	-	-	-	-	-	48.0	48.0	-
MRT ^(b) 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	29.3	29.3	-	29.3	29.3	-
MRT ^(b) 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	11.2	11.2	-	11.2	11.2	-
Other MRT ^(b) Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	(1.3)	(1.3)	-	(1.3)	(1.3)	-
Urban Tax	58.8	58.8	-	-	-	-	-	-	-	-	-	-	-	-	-	58.8	58.8	-
Investment Income	-	-	-	0.3	0.3	-	-	-	-	-	-	-	-	-	-	0.3	0.3	-
	\$211.2	\$214.4	\$3.2	\$61.6	\$58.4	(\$3.2)	\$0.4	\$0.4	\$0.0	\$0.0	\$0.0	\$0.0	\$39.2	\$39.2	\$0.0	\$312.4	\$312.4	\$0.0
<i>New State Taxes and Fees</i>																		
Payroll Mobility Tax	53.0	53.0	-	20.4	20.4	-	-	-	-	-	-	-	37.8	37.8	-	111.2	111.2	-
MTA Aid ^(c)	57.8	57.8	-	22.2	22.2	-	-	-	-	-	-	-	-	-	-	80.0	80.0	-
	\$110.8	\$110.8	\$0.0	\$42.6	\$42.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$37.8	\$37.8	\$0.0	\$191.2	\$191.2	\$0.0
<i>New Funding Sources</i>																		
NYS Operating Support for SAP	28.2	28.2	-	-	-	-	-	-	-	-	-	-	-	-	-	28.2	28.2	-
NYC Operating Support for SAP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	-
	\$28.2	\$28.2	\$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	\$28.2	\$28.2	\$0.0
<i>State and Local Subsidies</i>																		
NYS Operating Assistance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NYC and Local 18b:																		
New York City	-	-	-	0.5	-	(0.5)	-	-	-	-	-	-	-	-	-	0.5	-	(0.5)
Nassau County	-	-	-	2.9	-	(2.9)	-	-	-	-	-	-	-	-	-	2.9	-	(2.9)
Suffolk County	-	-	-	1.9	-	(1.9)	-	-	-	-	-	-	-	-	-	1.9	-	(1.9)
Westchester County	-	-	-	1.8	-	(1.8)	-	-	-	-	-	-	-	-	-	1.8	-	(1.8)
Putnam County	-	-	-	0.1	-	(0.1)	-	-	-	-	-	-	-	-	-	0.1	-	(0.1)
Dutchess County	-	-	-	0.1	0.1	(0.0)	-	-	-	-	-	-	-	-	-	0.1	0.1	(0.0)
Orange County	-	-	-	0.0	-	(0.0)	-	-	-	-	-	-	-	-	-	0.0	-	(0.0)
Rockland County	-	-	-	0.0	0.0	(0.0)	-	-	-	-	-	-	-	-	-	0.0	0.0	(0.0)
CDOT Subsidies	-	-	-	9.4	15.8	6.4	-	-	-	-	-	-	-	-	-	9.4	15.8	6.4
Station Maintenance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	\$0.0	\$0.0	\$0.0	\$16.7	\$15.9	(\$0.8)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$16.7	\$15.9	(\$0.8)
Sub-total Dedicated Taxes & State and Local Subsidies	\$350.2	\$353.4	\$3.2	\$120.8	\$116.8	(\$4.0)	\$0.4	\$0.4	\$0.0	\$0.0	\$0.0	\$0.0	\$77.0	\$77.0	\$0.0	\$548.5	\$547.7	(\$0.8)
City Subsidy to MTA Bus	-	-	-	-	-	-	-	-	-	\$79.5	78.4	(1.1)	-	-	-	79.5	78.4	(1.1)
Total Dedicated Taxes & State and Local Subsidies	\$350.2	\$353.4	\$3.2	\$120.8	\$116.8	(\$4.0)	\$0.4	\$0.4	\$0.0	\$79.5	\$78.4	(\$1.1)	\$77.0	\$77.0	\$0.0	\$628.0	\$626.1	(\$1.9)
<i>Inter-Agency Subsidy Transactions</i>																		
B&T Operating Surplus Transfer	32.5	32.3	(0.2)	41.4	41.1	(0.2)	-	-	-	-	-	-	-	-	-	73.9	73.4	(0.5)
	\$32.5	\$32.3	(\$0.2)	\$41.4	\$41.1	(\$0.2)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$73.9	\$73.4	(\$0.5)
Total Cash Subsidies	\$382.7	\$385.7	\$3.0	\$162.2	\$158.0	(\$4.2)	\$0.4	\$0.4	\$0.0	\$79.5	\$78.4	(\$1.1)	\$77.0	\$77.0	\$0.0	\$701.9	\$699.5	(\$2.3)

² License, Vehicle Registration, Taxi and Auto Rental Fees
Note: Differences are due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2018 Mid-Year Forecast
Cash Subsidy Detail by Agency
(\$ in millions)

	Year-to-Date																	
	NYC Transit			Commuter Railroads			SIR			MTA Bus			MTAHQ			TOTAL		
	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance
Cash Subsidies:																		
<i>Dedicated Taxes</i>																		
MMTOA ^(a)	\$220.5	\$223.7	\$3.2	\$106.9	\$103.7	(\$3.2)	\$0.8	\$0.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$328.2	\$328.2	\$0.0
Petroleum Business Tax	258.1	258.1	-	45.6	45.6	-	-	-	-	-	-	-	-	-	-	303.7	303.7	-
MRT ^(b) 1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	151.0	151.0	-	151.0	151.0	-
MRT ^(b) 2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	63.0	63.0	-	63.0	63.0	-
Other MRT ^(b) Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	(2.5)	(2.5)	-	(2.5)	(2.5)	-
Urban Tax	329.6	319.7	(9.9)	-	-	-	-	-	-	-	-	-	-	-	-	329.6	319.7	(9.9)
Investment Income	-	-	-	0.6	0.3	(0.3)	-	-	-	-	-	-	-	-	-	0.6	0.3	(0.3)
	\$808.3	\$801.5	(\$6.8)	\$153.1	\$149.6	(\$3.5)	\$0.8	\$0.8	\$0.0	\$0.0	\$0.0	\$0.0	\$211.5	\$211.5	\$0.0	\$1,173.6	\$1,163.4	(\$10.2)
<i>New State Taxes and Fees</i>																		
Payroll Mobility Tax	384.8	400.2	15.4	147.7	165.3	17.6	-	-	-	-	-	-	274.2	241.3	(33.0)	806.7	806.7	-
Payroll Mobility Tax Replacement Funds	35.3	35.3	-	13.6	13.6	-	-	-	-	-	-	-	-	-	-	48.9	48.9	-
MTA Aid ^(c)	86.7	88.4	1.7	33.3	31.6	(1.7)	-	-	-	-	-	-	-	-	-	120.0	120.0	-
	\$506.8	\$523.9	\$17.1	\$194.5	\$210.4	\$15.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$274.2	\$241.3	(\$33.0)	\$975.6	\$975.6	\$0.0
<i>New Funding Sources</i>																		
NYS Operating Support for SAP	84.7	84.7	-	-	-	-	-	-	-	-	-	-	-	-	-	84.7	84.7	-
NYC Operating Support for SAP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NYC Transportation Assistance Fund	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	0.0	-
	\$84.7	\$84.7	\$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	\$84.7	\$84.7	\$0.0
<i>State and Local Subsidies</i>																		
NYS Operating Assistance	39.5	39.5	-	7.3	7.3	-	0.1	0.1	-	-	-	-	-	-	-	47.0	47.0	-
NYC and Local 18b:																		
New York City	-	-	-	0.9	0.5	(0.5)	-	-	-	-	-	-	-	-	-	0.9	0.5	(0.5)
Nassau County	-	-	-	5.8	5.8	0.0	-	-	-	-	-	-	-	-	-	5.8	5.8	0.0
Suffolk County	-	-	-	3.8	3.8	(0.0)	-	-	-	-	-	-	-	-	-	3.8	3.8	(0.0)
Westchester County	-	-	-	3.7	3.7	0.0	-	-	-	-	-	-	-	-	-	3.7	3.7	0.0
Putnam County	-	-	-	0.2	0.2	(0.0)	-	-	-	-	-	-	-	-	-	0.2	0.2	(0.0)
Dutchess County	-	-	-	0.2	0.2	(0.0)	-	-	-	-	-	-	-	-	-	0.2	0.2	(0.0)
Orange County	-	-	-	0.1	0.1	0.0	-	-	-	-	-	-	-	-	-	0.1	0.1	0.0
Rockland County	-	-	-	0.0	0.0	(0.0)	-	-	-	-	-	-	-	-	-	0.0	0.0	(0.0)
CDOT Subsidies	-	-	-	71.5	65.8	(5.7)	-	-	-	-	-	-	-	-	-	71.5	65.8	(5.7)
Station Maintenance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Inter-Agency Loan	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	\$39.5	\$39.5	\$0.0	\$93.5	\$87.3	(\$6.2)	\$0.1	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$133.1	\$127.0	(\$6.2)
Sub-total Dedicated Taxes & State and Local Subsidies	\$1,439.2	\$1,449.6	\$10.3	\$441.1	\$447.3	\$6.2	\$0.9	\$0.9	\$0.0	\$0.0	\$0.0	\$0.0	\$485.7	\$452.8	(\$33.0)	\$2,367.0	\$2,350.6	(\$16.4)
City Subsidy to MTA Bus	-	-	-	-	-	-	-	-	-	172.0	230.2	58.2	-	-	-	172.0	230.2	58.2
Total Dedicated Taxes & State and Local Subsidies	\$1,439.2	\$1,449.6	\$10.3	\$441.1	\$447.3	\$6.2	\$0.9	\$0.9	\$0.0	\$172.0	\$230.2	\$58.2	\$485.7	\$452.8	(\$33.0)	\$2,539.0	\$2,580.8	\$41.7
<i>Inter-Agency Subsidy Transactions</i>																		
B&T Operating Surplus Transfer	155.3	155.1	(0.2)	221.7	221.5	(0.2)	-	-	-	-	-	-	-	-	-	377.0	376.6	(0.5)
	\$155.3	\$155.1	(\$0.2)	\$221.7	\$221.5	(\$0.2)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$377.0	\$376.6	(\$0.5)
Total Cash Subsidies	\$1,594.6	\$1,604.7	\$10.1	\$662.8	\$668.7	\$6.0	\$0.9	\$0.9	\$0.0	\$172.0	\$230.2	\$58.2	\$485.7	\$452.8	(\$33.0)	\$2,916.0	\$2,957.3	\$41.3

¹ Metropolitan Mass Transportation Operating Assistance Fund

Note: Differences are due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2018 Mid-Year Forecast
Consolidated Subsidy Cash
Explanation of Variances
(\$ in millions)

June 2018

Cash Subsidies	Variance \$	Variance %	Explanations
NYC and Local 18b:			
New York City	(0.5)	>100%	The unfavorable variances for the month and YTD were due to timing of receipt of payment.
Nassau County	(2.9)	>100%	The unfavorable variance for the month was due to timing of receipt of payment. Year-to-date receipts were on target.
Suffolk County	(1.9)	>100%	The unfavorable variance for the month was due to timing of receipt of payment. Year-to-date receipts were on target.
Westchester County	(1.8)	>100%	The unfavorable variance for the month was due to timing of receipt of payment. Year-to-date receipts were on target.
Putnam County	(0.1)	>100%	The unfavorable variances for the month and year-to-date were due to timing of receipt of payment.
Dutchess County	(0.0)	>100%	The unfavorable variances for the month and year-to-date were due to timing of receipt of payment.
Orange County	(0.0)	-100.0%	The variances for the month and year-to-date were due to timing of payments.
Rockland County	(0.0)	-4.3%	The unfavorable variances for the month and year-to-date were due to timing of receipt of payment.
CDOT Subsidies	6.4	68.7%	Variances for the month and year-to-date were primarily due to timing of receipt of payment.
B&T Operating Surplus Transfer	(0.5)	-0.6%	The unfavorable variances for the month and year-to-date were due to the timing of accruals.

Year-to-Date

Cash Subsidies	Variance \$	Variance %	Explanations
New York City	(0.5)	< (100%)	See explanation for the month.
Nassau County	0.0	0.0%	See explanation for the month.
Suffolk County	(0.0)	0.0%	See explanation for the month.
Westchester County	0.0	0.0%	See explanation for the month.
Putnam County	(0.0)	-0.1%	See explanation for the month.
Dutchess County	(0.0)	-0.1%	See explanation for the month.
Orange County	0.0	1.2%	See explanation for the month.
Rockland County	(0.0)	-4.3%	See explanation for the month.
CDOT Subsidies	(5.7)	-8.0%	See explanation for the month.
City Subsidy to MTA Bus	58.2	33.8%	The favorable variance for the year was mostly due to timing.
B&T Operating Surplus Transfer	(0.5)	-0.1%	See explanation for the month.

(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:	07/01/18	07/01/18	07/01/18	01/01/18	01/01/18	01/01/18
To Date:	07/31/18	07/31/18	07/31/18	07/31/18	07/31/18	07/31/18
<u>Opening Balance</u>	-\$252.645	\$85.706	-\$166.939	\$37.609	\$180.101	\$217.710
<u>RECEIPTS</u>						
Interest Earnings	-0.233	0.227	-0.007	-0.829	1.098	0.269
NYCT Employee Health Contribution GASB Account - Fd #	0.000	56.472	56.472	0.000	56.472	56.472
NYCT NYCERS Savings GASB Account - Fund #1116	0.000	19.497	19.497	0.000	19.497	19.497
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	7.912	7.912	0.000	65.868	65.868
<u>New York State</u>						
State and regional mass transit taxes - MMTOA	48.775	100.850	149.625	152.482	325.300	477.782
MTTF New York State	9.765	55.335	65.100	55.320	313.480	368.800
Total Dedicated Taxes Received	58.540	156.185	214.725	207.802	638.780	846.582
Less DTF Debt Service	7.084	33.764	40.848	42.229	203.394	245.623
Net Dedicated Taxes for Operations	51.456	122.421	173.877	165.573	435.386	600.959
Payroll Mobility Tax	65.400	152.600	218.000	294.052	918.956	1,213.008
MTA Aid Trust Taxes	24.008	56.019	80.028	32.808	87.219	120.028
New York City Operating Assistance	0.000	158.672	158.672	0.000	193.672	193.672
Operating Assistance - 18b	0.000	0.000	0.000	7.313	39.668	46.981
NYC School Fares	0.000	0.000	0.000	0.000	0.000	0.000
NYC Subway Action Plan	0.000	69.667	69.667	0.000	139.333	139.333
NYS Subway Action Plan	0.000	46.444	46.444	0.000	185.778	185.778
NYS School Fares	0.000	0.000	0.000	0.000	6.313	6.313
Additional Mass Transp Operating Assistance	0.000	n/a	0.000	0.000	n/a	0.000
Total - New York State	\$140.864	\$605.824	\$746.688	\$499.746	\$2,006.325	\$2,506.071
<u>Local</u>						
Dutchess County						
Operating Assistance - 18b	\$0.000	n/a	\$0.000	\$0.190	n/a	\$0.190
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Nassau County						
Operating Assistance - 18b	0.000	n/a	0.000	5.792	n/a	5.792
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
New York City						
Operating Assistance - 18b	0.000	0.000	0.000	0.468	0.000	0.468
Urban - Real Property & Mortgage Recording Tax	n/a	46.152	46.152	n/a	375.797	375.797
Additional Assistance New York City	n/a	0.000	0.000	n/a	0.000	0.000
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Orange County						
Operating Assistance - 18b	0.037	n/a	0.037	0.110	n/a	0.110
Station Maintenance	0.511	n/a	0.511	0.511	n/a	0.511
Putnam County						
Operating Assistance - 18b	0.095	n/a	0.095	0.285	n/a	0.285
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	0.015	n/a	0.015
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Sulfolk County						
Operating Assistance - 18b	1.879	n/a	1.879	5.638	n/a	5.638

		<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:		07/01/18	07/01/18	07/01/18	01/01/18	01/01/18	01/01/18
To Date:		07/31/18	07/31/18	07/31/18	07/31/18	07/31/18	07/31/18
Westchester County	Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
	Operating Assistance - 18b	1.836	n/a	1.836	5.507	n/a	5.507
	Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Total - Local		\$4.358	\$46.152	\$50.510	\$18.516	\$375.797	\$394.313

(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:	07/01/18	07/01/18	07/01/18	01/01/18	01/01/18	01/01/18
To Date:	07/31/18	07/31/18	07/31/18	07/31/18	07/31/18	07/31/18
<u>MTA Bridges and Tunnels- Surplus Transfers</u>	35.673	26.914	62.587	257.141	182.022	439.163
Total Subsidy and Other Receipts	\$180.895	\$678.889	\$859.785	\$775.403	\$2,564.144	\$3,339.547
<u>MTA Sources for Interagency Loans</u>						
Retro Payment Reserve - Fund#1302	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Inter Agency Loan	0.000	0.000	0.000	0.000	560.000	560.000
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	\$560.000	\$560.000
Total Receipts and Loans Received	\$180.662	\$762.997	\$943.659	\$774.574	\$3,267.079	\$4,041.653

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Continued on Next Page

(millions)

	<u>Current Month Stabilization Fund</u>			<u>Year to Date Stabilization Fund</u>		
	<u>Commuter</u>	<u>Transit</u>	<u>Total</u>	<u>Commuter</u>	<u>Transit</u>	<u>Total</u>
	<u>(General Fd)</u>	<u>(TA Stab)</u>		<u>(General Fd)</u>	<u>(TA Stab)</u>	
From Date:	07/01/18	07/01/18	07/01/18	01/01/18	01/01/18	01/01/18
To Date:	07/31/18	07/31/18	07/31/18	07/31/18	07/31/18	07/31/18
<u>Brought forward from prior page</u>						
Opening Balance	-\$252.645	\$85.706	-\$166.939	\$37.609	\$180.101	\$217.710
Total Receipts and Loans Received	180.662	762.997	943.659	774.574	3,267.079	4,041.653
Total Cash and Receipts Available	-\$71.982	\$848.703	\$776.720	\$812.184	\$3,447.180	\$4,259.364
<u>DISBURSEMENTS</u>						
Revenue Supported Debt Service	51.422	80.589	132.011	336.925	529.606	866.530
<u>Agency Operations</u>						
MTA Long Island Railroad	0.000	0.000	0.000	385.573	0.000	385.573
MTA Metro-North Rail Road	0.000	0.000	0.000	210.565	0.000	210.565
MTA New York City Transit	0.000	307.912	307.912	0.000	1,840.868	1,840.868
MTA NYCT for SIRTOA	0.000	0.000	0.000	0.000	0.680	0.680
MTA Bond Admin Cost	1.092	1.842	2.934	3.616	6.160	9.777
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	\$52.514	\$390.343	\$442.857	\$936.680	\$2,377.314	\$3,313.994
<u>Repayment of Interagency Loans</u>						
Payback - Trans Non-bond - Fd#1028	0.000	0.000	0.000	0.000	0.000	0.000
Transfer to Fund 1030 (NYCTA Op Fund)	0.000	0.000	0.000	0.000	600.000	600.000
Transfer to Fund 1052 (MTA Bus Co Stab Fund)	0.000	0.000	0.000	0.000	11.506	11.506
NYCT Employee Health Contribution GASB Account - Fd #	0.000	56.702	56.702	0.000	56.702	56.702
MTA BC GASB Employee Health Contribution Account - F	0.000	22.948	22.948	0.000	22.948	22.948
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	\$79.651	\$79.651	\$0.000	\$691.157	\$691.157
Total Disbursements	\$52.514	\$469.994	\$522.508	\$936.680	\$3,068.471	\$4,005.151
<u>STABILIZATION FUND BALANCE</u>	-\$124.496	\$378.709	\$254.213	-\$124.496	\$378.709	\$254.213
<u>Ending Loan Balances</u>						
B&T Necessary Reconstruction Reserve	0.000	0.000	0.000	0.000	0.000	0.000
MTA Capital Program - Non-Resolution Funds	0.000	0.000	0.000	0.000	0.000	0.000
MRT-2 Corporate Account	0.000	0.000	0.000	0.000	0.000	0.000
2012 OPEB Loan	0.000	0.000	0.000	0.000	0.000	0.000
	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>End of Month NYCT Operating Fund borrowing from</u>						
<u>MTA Invest Pool not included in Ending Loan Balances</u>						
<u>above</u>	n/a	-\$291.663	-\$291.663	n/a	-\$291.663	-\$291.663
<u>Total Loan Balances (including negative Operating and negative Stabilization Fund Balances)</u>				\$124.496	-\$670.372	-\$545.876

METROPOLITAN TRANSPORTATION AUTHORITY
JULY FINANCIAL PLAN - Mid-Year Forecast

Debt Service

June 2018

(\$ in millions)

	Mid-Year Forecast	Actual	Variance	% Var	Explanation
<i>Dedicated Tax Fund:</i>					
NYC Transit	\$33.9	\$34.3	(\$0.4)		
Commuter Railroads	7.4	7.2	0.2		
Dedicated Tax Fund Subtotal	\$41.2	\$41.5	(\$0.2)	-0.6%	
<i>MTA Transportation Revenue:</i>					
NYC Transit	\$78.4	\$85.2	(\$6.8)		
Commuter Railroads	51.6	54.5	(2.9)		
MTA Bus	2.1	1.2	0.9		
SIRTOA	0.1	0.3	(0.2)		
MTA Transportation Revenue Subtotal	\$132.2	\$141.2	(\$9.0)	-6.8%	Timing adjustments to reflect payment of swap and bond portfolio fees.
<i>2 Broadway COPs:</i>					
NYC Transit	\$0.6	\$0.3	\$0.3		
Bridges & Tunnels	0.1	0.0	0.0		
MTA HQ	0.0	0.0	0.0		
Commuter Railroads	0.2	0.1	0.1		
2 Broadway COPs Subtotal	\$0.9	\$0.5	\$0.5	48.9%	Lower than budgeted rates.
<i>TBTA General Resolution (2):</i>					
NYC Transit	\$16.7	\$20.8	(\$4.1)		
Commuter Railroads	7.6	9.4	(1.8)		
Bridges & Tunnels	22.2	27.1	(5.0)		
TBTA General Resolution Subtotal	\$46.5	\$57.4	(\$10.9)	-23.5%	Timing adjustments to reflect payment of swap and bond portfolio fees.
<i>TBTA Subordinate (2):</i>					
NYC Transit	\$5.7	\$5.6	\$0.1		
Commuter Railroads	3.0	2.9	0.1		
Bridges & Tunnels	1.4	1.4	0.0		
TBTA Subordinate Subtotal	\$10.2	\$9.9	\$0.2	2.5%	
Total Debt Service	\$231.0	\$250.4	(\$19.4)	-8.4%	
<i>Debt Service by Agency:</i>					
NYC Transit	\$135.3	\$146.2	(\$10.9)		
Commuter Railroads	69.7	74.1	(4.4)		
MTA Bus	2.1	1.2	0.9		
SIRTOA	0.1	0.3	(0.2)		
Bridges & Tunnels	23.7	28.6	(4.9)		
MTAHQ	0.0	0.0	0.0		
Total Debt Service	\$231.0	\$250.4	(\$19.4)	-8.4%	

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
JULY FINANCIAL PLAN - Mid-Year Forecast

Debt Service
June 2018 Year-to-Date
(\$ in millions)

	Mid-Year Forecast	Actual	Variance	% Var	Explanation
<i>Dedicated Tax Fund:</i>					
NYC Transit	\$169.9	\$170.3	(\$0.4)		
Commuter Railroads	35.5	35.3	0.2		
Dedicated Tax Fund Subtotal	\$205.4	\$205.6	(\$0.2)	-0.1%	
<i>MTA Transportation Revenue:</i>					
NYC Transit	\$449.9	\$456.7	(\$6.8)		
Commuter Railroads	288.3	291.1	(2.8)		
MTA Bus	5.9	5.0	0.9		
SIRTOA	0.5	0.6	(0.2)		
MTA Transportation Revenue Subtotal	\$744.5	\$753.5	(\$8.9)	-1.2%	
<i>2 Broadway COPs:</i>					
NYC Transit	\$2.4	\$2.1	\$0.3		
Bridges & Tunnels	0.4	0.3	0.0		
MTA HQ	0.0	0.0	0.0		
Commuter Railroads	0.7	0.7	0.1		
2 Broadway COPs Subtotal	\$3.6	\$3.1	\$0.5	12.8%	Lower than budgeted rates.
<i>TBTA General Resolution (2):</i>					
NYC Transit	\$95.5	\$99.6	(\$4.1)		
Commuter Railroads	43.2	45.1	(1.8)		
Bridges & Tunnels	124.5	129.5	(5.0)		
TBTA General Resolution Subtotal	\$263.3	\$274.2	(\$10.9)	-4.1%	Timing of debt service deposits.
<i>TBTA Subordinate (2):</i>					
NYC Transit	\$35.2	\$35.0	\$0.1		
Commuter Railroads	17.0	16.9	0.1		
Bridges & Tunnels	11.2	11.1	0.0		
TBTA Subordinate Subtotal	\$63.4	\$63.1	\$0.2	0.4%	
Total Debt Service	\$1,280.1	\$1,299.5	(\$19.4)	-1.5%	
<i>Debt Service by Agency:</i>					
NYC Transit	\$752.9	\$763.8	(\$10.9)		
Commuter Railroads	384.7	389.1	(4.4)		
MTA Bus	5.9	5.0	0.9		
SIRTOA	0.5	0.6	(0.2)		
Bridges & Tunnels	136.1	141.0	(4.9)		
MTAHQ	0.0	0.0	0.0		
Total Debt Service	\$1,280.1	\$1,299.5	(\$19.4)	-1.5%	

Notes:

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Totals may not add due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2018 Mid-Year Forecast
Total Positions by Function and Agency
June 2018

Function/Agency	Mid-Year Forecast	Actual	Variance Favorable/ (Unfavorable)
Administration	4,767	4,467	300
NYC Transit	1,379	1,331	48
Long Island Rail Road	510	465	45
Metro-North Railroad	523	508	15
Bridges & Tunnels	95	78	17
Headquarters	2,059	1,923	136
Staten Island Railway	28	26	2
Capital Construction Company	21	19	2
Bus Company	152	117	35
Operations	31,449	31,180	269
NYC Transit	24,145	23,726	419
Long Island Rail Road	2,537	2,628	(91)
Metro-North Railroad	1,989	2,004	(15)
Bridges & Tunnels	98	83	15
Headquarters	-	-	-
Staten Island Railway	111	108	3
Capital Construction Company	-	-	-
Bus Company	2,569	2,631	(62)
Maintenance	32,944	32,446	498
NYC Transit	22,923	22,511	412
Long Island Rail Road	4,291	4,299	(8)
Metro-North Railroad	3,943	3,905	38
Bridges & Tunnels	387	373	14
Headquarters	-	-	-
Staten Island Railway	189	193	(4)
Capital Construction Company	-	-	-
Bus Company	1,211	1,165	46
Engineering/Capital	2,169	2,060	109
NYC Transit	1,418	1,415	3
Long Island Rail Road	214	190	24
Metro-North Railroad	111	110	1
Bridges & Tunnels	253	201	52
Headquarters	-	-	-
Staten Island Railway	14	9	5
Capital Construction Company	122	109	13
Bus Company	37	26	11
Public Safety	2,215	2,104	111
NYC Transit	645	648	(3)
Long Island Rail Road	-	-	-
Metro-North Railroad	-	-	-
Bridges & Tunnels	670	625	45
Headquarters	882	819	63
Staten Island Railway	-	-	-
Capital Construction Company	-	-	-
Bus Company	18	12	6
Total Positions	73,544	72,258	1,286

Note: Totals may differ due to rounding

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2018 Mid-Year Forecast
Total Positions by Function and Agency
June 2018

Category	Mid-Year Forecast	Actual	Variance Favorable/ (Unfavorable)
Total Positions	73,544	72,258	1,286
NYC Transit	50,510	49,631	879
Long Island Rail Road	7,552	7,582	(30)
Metro-North Railroad	6,566	6,528	38
Bridges & Tunnels	1,503	1,360	143
Headquarters	2,941	2,742	199
Staten Island Railway	342	336	6
Capital Construction Company	143	128	15
Bus Company	3,987	3,951	36
Non-reimbursable	65,510	64,944	566
NYC Transit	44,968	44,622	346
Long Island Rail Road	6,192	6,266	(74)
Metro-North Railroad	5,849	5,899	(50)
Bridges & Tunnels	1,416	1,273	143
Headquarters	2,810	2,643	167
Staten Island Railway	328	327	1
Capital Construction Company	-	-	-
Bus Company	3,947	3,914	33
Reimbursable	8,034	7,314	721
NYC Transit	5,542	5,009	533
Long Island Rail Road	1,360	1,316	44
Metro-North Railroad	717	629	89
Bridges & Tunnels	87	87	-
Headquarters	131	99	32
Staten Island Railway	14	9	5
Capital Construction Company	143	128	15
Bus Company	40	37	3
Total Full Time	73,326	72,030	1,296
NYC Transit	50,311	49,415	896
Long Island Rail Road	7,552	7,582	(30)
Metro-North Railroad	6,565	6,527	38
Bridges & Tunnels	1,503	1,360	143
Headquarters	2,941	2,742	199
Staten Island Railway	342	336	6
Capital Construction Company	143	128	15
Bus Company	3,969	3,940	29
Total Full-Time Equivalents	218	228	(10)
NYC Transit	199	216	(17)
Long Island Rail Road	-	-	-
Metro-North Railroad	1	1	-
Bridges & Tunnels	-	-	-
Headquarters	-	-	-
Staten Island Railway	-	-	-
Capital Construction Company	-	-	-
Bus Company	18	11	7

Note: Totals may differ due to rounding

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2018 Mid-Year Forecast
Total Positions by Function and Occupational Group
June 2018

FUNCTION/OCCUPATIONAL GROUP	Mid-Year Forecast	Actual	Variance Favorable/ (Unfavorable)
Administration	4,767	4,467	300
Managers/Supervisors	1,580	1,422	159
Professional, Technical, Clerical	3,035	2,911	124
Operational Hourlies	152	134	18
Operations	31,449	31,181	269
Managers/Supervisors	3,795	3,681	114
Professional, Technical, Clerical	952	916	36
Operational Hourlies	26,702	26,584	119
Maintenance	32,944	32,446	498
Managers/Supervisors	5,868	5,681	187
Professional, Technical, Clerical	1,991	1,833	158
Operational Hourlies	25,085	24,932	153
Engineering/Capital	2,169	2,060	109
Managers/Supervisors	633	583	50
Professional, Technical, Clerical	1,525	1,469	56
Operational Hourlies	11	8	3
Public Safety	2,215	2,104	111
Managers/Supervisors	645	601	44
Professional, Technical, Clerical	161	138	23
Operational Hourlies	1,409	1,365	44
Total Positions	73,543	72,258	1,286
Managers/Supervisors	12,521	11,968	553
Professional, Technical, Clerical	7,663	7,267	397
Operational Hourlies	53,359	53,023	337

Note: Totals may differ due to rounding

METROPOLITAN TRANSPORTATION AUTHORITY
Farebox Recovery and Operating Ratios
2018 Mid-Year Forecast and Actuals

FAREBOX RECOVERY RATIOS

	2018 Mid-Year Forecast Full Year	2018 Actual Jun YTD
New York City Transit	35.4%	35.7%
Staten Island Railway	9.6%	9.9%
Long Island Rail Road	29.6%	30.1%
Metro-North Railroad	39.6%	39.5%
MTA Bus Company	22.0%	24.9%
MTA Total Agency Average	34.2%	34.6%

FAREBOX OPERATING RATIOS

	2018 Mid-Year Forecast Full Year	2018 Actual Jun YTD
New York City Transit	52.8%	52.9%
Staten Island Railway	14.0%	15.1%
Long Island Rail Road	44.9%	49.0%
Metro-North Railroad	55.6%	55.1%
MTA Bus Company	28.6%	30.0%
MTA Total Agency Average	50.3%	51.1%

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 June, 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

Tuesday, September 11, 2018

Revenue Passengers in June

	2016	2017	% Change	2018	% Change
MTA New York City Transit	205,225,083	200,591,083	-2.26%	190,251,740	-5.15%
MTA New York City Subway	151,007,041	149,360,780	-1.09%	142,638,100	-4.50%
MTA New York City Bus	54,218,042	51,230,303	-5.51%	47,613,640	-7.06%
MTA Staten Island Railway	402,135	403,043	0.23%	383,872	-4.76%
MTA Long Island Rail Road	7,969,169	7,943,275	-0.32%	7,940,642	-0.03%
MTA Metro-North Railroad	7,679,577	7,708,077	0.37%	7,592,314	-1.50%
East of Hudson	7,526,378	7,563,718	0.50%	7,449,782	-1.51%
Harlem Line	2,439,435	2,470,479	1.27%	2,389,946	-3.26%
Hudson Line	1,460,876	1,500,113	2.69%	1,502,130	0.13%
New Haven Line	3,626,067	3,593,126	-0.91%	3,557,706	-0.99%
West of Hudson	153,199	144,359	-5.77%	142,532	-1.27%
Port Jervis Line	89,903	85,413	-4.99%	81,196	-4.94%
Pascack Valley Line	63,296	58,946	-6.87%	61,336	4.05%
MTA Bus Company	10,778,433	10,415,892	-3.36%	10,121,363	-2.83%
MTA Bridges & Tunnels	27,281,473	27,133,265	-0.54%	28,544,549	5.20%
Total All Agencies	232,054,396	227,061,370	-2.15%	216,289,931	-4.74%
(Excludes Bridges & Tunnels)					
Weekdays:	22	22		21	
Holidays:	0	0		0	
Weekend Days:	8	8		9	
Days	30	30		30	

Revenue Passengers Year-to-Date Through June

	2016	2017	% Change	2018	% Change
MTA New York City Transit	1,202,884,543	1,173,535,445	-2.44%	1,128,870,872	-3.81%
MTA New York City Subway	879,610,974	868,253,964	-1.29%	841,008,495	-3.14%
MTA New York City Bus	323,273,569	305,281,481	-5.57%	287,862,377	-5.71%
MTA Staten Island Railway	2,280,068	2,276,090	-0.17%	2,301,552	1.12%
MTA Long Island Rail Road	43,579,000	43,948,423	0.85%	43,695,131	-0.58%
MTA Metro-North Railroad	42,438,886	42,490,770	0.12%	42,397,550	-0.22%
<i>East of Hudson</i>	41,592,705	41,680,505	0.21%	41,591,675	-0.21%
Harlem Line	13,656,916	13,754,459	0.71%	13,591,035	-1.19%
Hudson Line	8,090,679	8,221,722	1.62%	8,306,023	1.03%
New Haven Line	19,845,110	19,704,324	-0.71%	19,694,617	-0.05%
<i>West of Hudson</i>	846,181	810,265	-4.24%	805,875	-0.54%
Port Jervis Line	499,172	480,824	-3.68%	462,037	-3.91%
Pascack Valley Line	347,009	329,441	-5.06%	343,838	4.37%
MTA Bus Company	62,876,262	61,137,210	-2.77%	60,171,355	-1.58%
MTA Bridges & Tunnels	150,047,406	148,874,882	-0.78%	155,437,660	4.41%
Total All Agencies	1,354,058,758	1,323,387,937	-2.27%	1,277,436,459	-3.47%
(Excludes Bridges & Tunnels)					
Weekdays:	126	126		126	
Holidays:	4	4		4	
Weekend Days:	52	51		51	
Days	182	181		181	

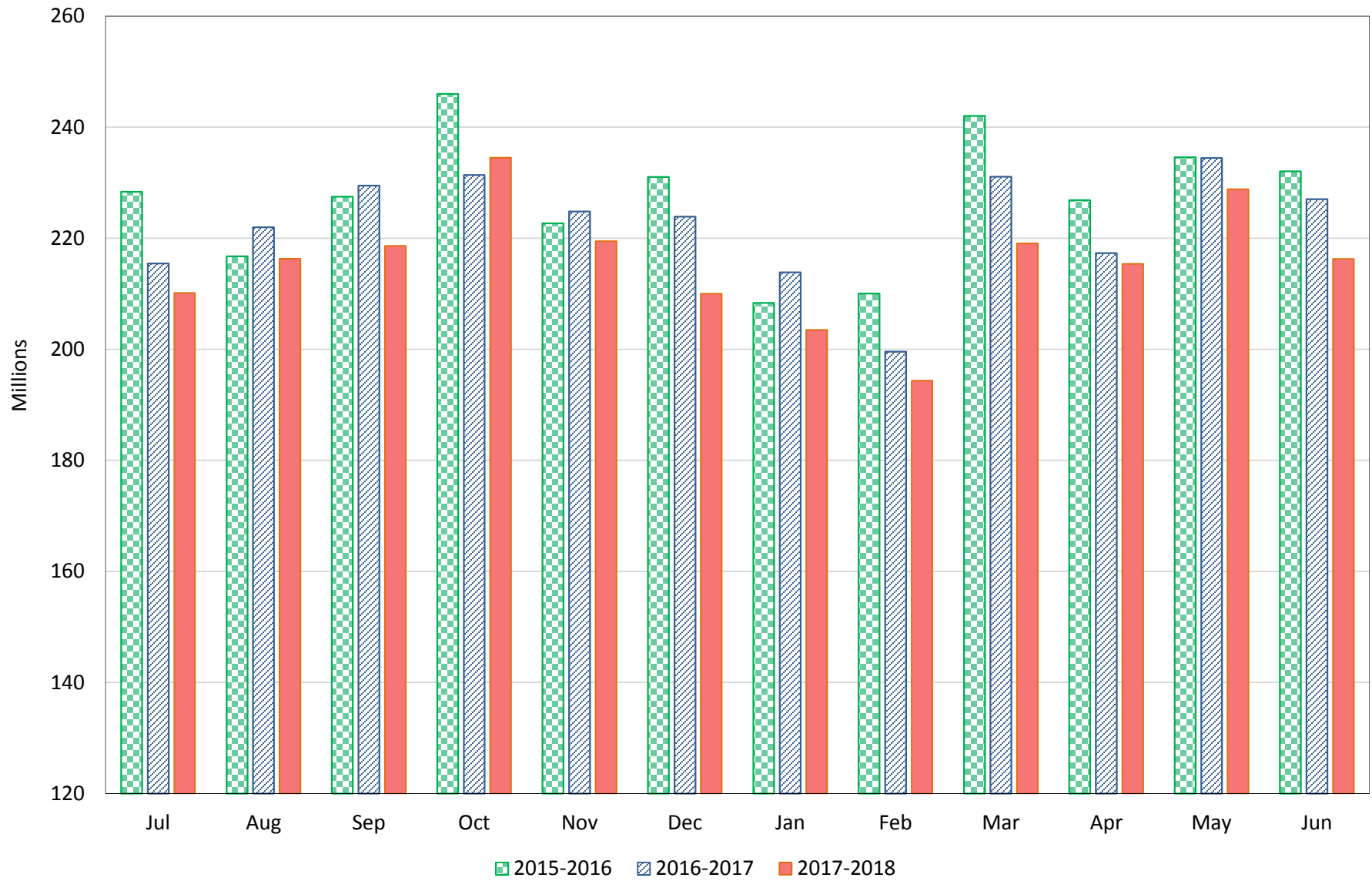
12 Month Average Revenue Passengers in June

	2016	2017	% Change	2018	% Change
MTA New York City Transit	201,649,514	197,156,568	-2.23%	190,443,533	-3.40%
MTA New York City Subway	147,528,895	145,454,816	-1.41%	141,676,762	-2.60%
MTA New York City Bus	54,120,619	51,701,752	-4.47%	48,766,771	-5.68%
MTA Staten Island Railway	380,587	377,343	-0.85%	385,828	2.25%
MTA Long Island Rail Road	7,415,306	7,476,758	0.83%	7,408,796	-0.91%
MTA Metro-North Railroad	7,244,864	7,212,001	-0.45%	7,200,128	-0.16%
East of Hudson	7,099,913	7,074,674	-0.36%	7,065,842	-0.12%
Harlem Line	2,318,030	2,318,188	0.01%	2,304,058	-0.61%
Hudson Line	1,383,050	1,394,568	0.83%	1,415,149	1.48%
New Haven Line	3,398,834	3,361,917	-1.09%	3,346,635	-0.45%
West of Hudson	144,951	137,327	-5.26%	134,286	-2.21%
Port Jervis Line	86,049	82,215	-4.45%	78,907	-4.02%
Pascack Valley Line	58,903	55,112	-6.44%	55,379	0.48%
MTA Bus Company	10,521,786	10,323,175	-1.89%	10,104,039	-2.12%
MTA Bridges & Tunnels	25,478,131	25,520,339	0.17%	26,380,008	3.37%
Total All Agencies	227,212,056	222,545,846	-2.05%	215,542,323	-3.15%
(Excludes Bridges & Tunnels)					
Weekdays:	22	22		21	
Holidays:	0	0		0	
Weekend Days:	8	8		9	
Days	30	30		30	

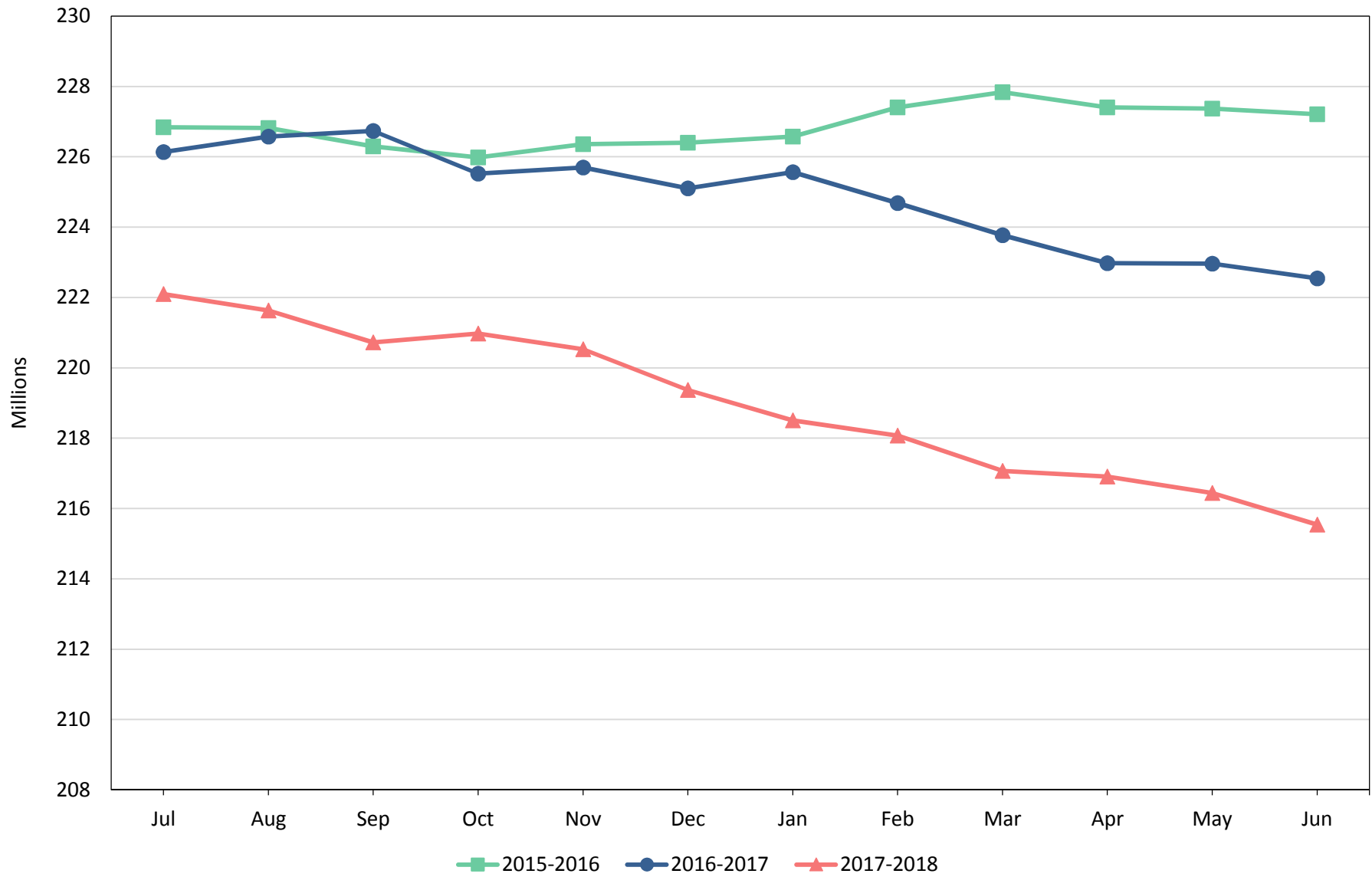
Average Weekday Revenue Passengers in June

	2016	2017	% Change	2018	% Change
MTA New York City Transit	7,806,867	7,630,605	-2.26%	7,383,877	-3.23%
MTA New York City Subway	5,763,243	5,698,402	-1.13%	5,566,276	-2.32%
MTA New York City Bus	2,043,624	1,932,203	-5.45%	1,817,601	-5.93%
MTA Staten Island Railway	16,613	16,675	0.37%	16,328	-2.08%
MTA Long Island Rail Road	319,475	317,303	-0.68%	328,561	3.55%
MTA Metro-North Railroad	304,770	304,839	0.02%	306,545	0.56%
East of Hudson	297,803	298,274	0.16%	299,766	0.50%
Harlem Line	97,395	98,262	0.89%	97,358	-0.92%
Hudson Line	57,586	58,857	2.21%	60,030	1.99%
New Haven Line	142,822	141,155	-1.17%	142,379	0.87%
West of Hudson	6,967	6,565	-5.77%	6,779	3.26%
Port Jervis Line	4,089	3,885	-4.99%	3,861	-0.62%
Pascack Valley Line	2,878	2,680	-6.88%	2,918	8.88%
MTA Bus Company	411,220	396,805	-3.51%	391,899	-1.24%
MTA Bridges & Tunnels	921,464	922,040	0.06%	965,899	4.76%
Total All Agencies	8,858,944	8,666,226	-2.18%	8,427,210	-2.76%
(Excludes Bridges & Tunnels)					
Weekdays:	22	22		21	
Holidays:	0	0		0	
Weekend Days:	8	8		9	
Days	30	30		30	

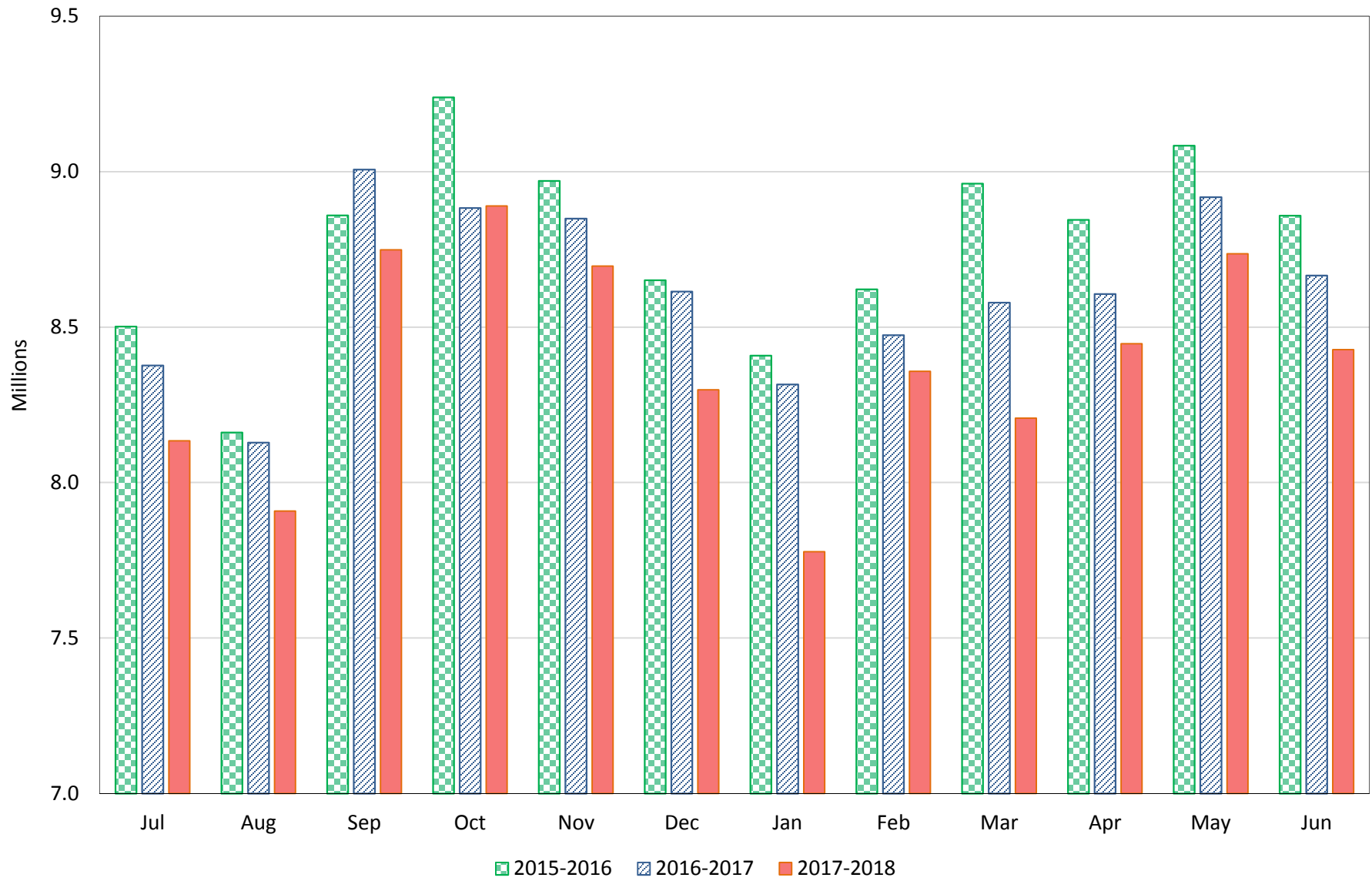
Metropolitan Transportation Authority Revenue Passengers



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
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%	234,499,549	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%
January	208,365,217	213,864,320	2.64%	203,484,027	-4.85%
February	210,062,462	199,588,920	-4.99%	194,360,061	-2.62%
March	242,057,167	231,082,742	-4.53%	219,058,081	-5.20%
April	226,900,984	217,326,458	-4.22%	215,395,817	-0.89%
May	234,618,531	234,464,126	-0.07%	228,848,542	-2.40%
June	232,054,396	227,061,370	-2.15%	216,289,931	-4.74%
Year-to-Date	1,354,058,758	1,323,387,937	-2.27%	1,277,436,459	-3.47%

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%	220,975,821	-2.01%
November	226,355,195	225,696,672	-0.29%	220,529,159	-2.29%
December	226,401,243	225,101,748	-0.57%	219,371,613	-2.55%
January	226,575,973	225,560,006	-0.45%	218,506,588	-3.13%
February	227,403,123	224,687,211	-1.19%	218,070,850	-2.94%
March	227,838,811	223,772,676	-1.78%	217,068,795	-3.00%
April	227,405,936	222,974,798	-1.95%	216,907,908	-2.72%
May	227,372,563	222,961,931	-1.94%	216,439,943	-2.93%
June	227,212,056	222,545,846	-2.05%	215,542,323	-3.15%

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%	8,889,258	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%
January	8,408,241	8,315,657	-1.10%	7,777,663	-6.47%
February	8,621,692	8,474,101	-1.71%	8,357,451	-1.38%
March	8,961,385	8,578,555	-4.27%	8,207,563	-4.32%
April	8,845,525	8,606,574	-2.70%	8,446,832	-1.86%
May	9,083,871	8,917,853	-1.83%	8,735,756	-2.04%
June	8,858,944	8,666,226	-2.18%	8,427,210	-2.76%

MTA New York City Transit

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	185,585,948	189,946,869	2.35%	180,082,272	-5.19%
February	187,018,360	177,193,798	-5.25%	172,152,646	-2.84%
March	214,962,054	204,878,541	-4.69%	193,734,798	-5.44%
April	201,573,103	192,930,582	-4.29%	190,494,850	-1.26%
May	208,519,995	207,994,572	-0.25%	202,154,565	-2.81%
June	205,225,083	200,591,083	-2.26%	190,251,740	-5.15%
Year-to-Date	1,202,884,543	1,173,535,445	-2.44%	1,128,870,872	-3.81%

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	201,255,504	199,965,736	-0.64%	193,343,531	-3.31%
February	201,957,173	199,147,023	-1.39%	192,923,435	-3.13%
March	202,300,424	198,306,730	-1.97%	191,994,789	-3.18%
April	201,900,680	197,586,520	-2.14%	191,791,812	-2.93%
May	201,841,500	197,542,735	-2.13%	191,305,144	-3.16%
June	201,649,514	197,156,568	-2.23%	190,443,533	-3.40%

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	7,427,622	7,327,845	-1.34%	6,837,308	-6.69%
February	7,637,655	7,482,722	-2.03%	7,368,302	-1.53%
March	7,928,251	7,577,527	-4.42%	7,221,603	-4.70%
April	7,819,074	7,595,620	-2.86%	7,437,683	-2.08%
May	8,035,683	7,884,233	-1.88%	7,693,437	-2.42%
June	7,806,867	7,630,605	-2.26%	7,383,877	-3.23%

MTA New York City Subway

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	136,413,951	140,288,294	2.84%	134,683,435	-4.00%
February	136,690,795	130,465,060	-4.55%	127,432,835	-2.32%
March	156,297,328	151,384,924	-3.14%	143,982,923	-4.89%
April	147,291,655	143,284,553	-2.72%	141,950,369	-0.93%
May	151,910,204	153,470,353	1.03%	150,320,833	-2.05%
June	151,007,041	149,360,780	-1.09%	142,638,100	-4.50%
Year-to-Date	879,610,974	868,253,964	-1.29%	841,008,495	-3.14%

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	147,097,047	146,724,095	-0.25%	143,480,146	-2.21%
February	147,589,896	146,205,284	-0.94%	143,227,460	-2.04%
March	147,856,859	145,795,917	-1.39%	142,610,627	-2.18%
April	147,600,117	145,461,992	-1.45%	142,499,445	-2.04%
May	147,627,652	145,592,004	-1.38%	142,236,985	-2.30%
June	147,528,895	145,454,816	-1.41%	141,676,762	-2.60%

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	5,450,158	5,410,721	-0.72%	5,122,325	-5.33%
February	5,597,172	5,529,330	-1.21%	5,479,225	-0.91%
March	5,771,631	5,609,555	-2.81%	5,388,832	-3.93%
April	5,728,003	5,662,289	-1.15%	5,564,686	-1.72%
May	5,868,961	5,836,342	-0.56%	5,743,481	-1.59%
June	5,763,243	5,698,402	-1.13%	5,566,276	-2.32%

MTA New York City Bus

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	49,171,997	49,658,575	0.99%	45,398,837	-8.58%
February	50,327,565	46,728,738	-7.15%	44,719,811	-4.30%
March	58,664,726	53,493,617	-8.81%	49,751,875	-6.99%
April	54,281,448	49,646,029	-8.54%	48,544,481	-2.22%
May	56,609,791	54,524,219	-3.68%	51,833,732	-4.93%
June	54,218,042	51,230,303	-5.51%	47,613,640	-7.06%
Year-to-Date	323,273,569	305,281,481	-5.57%	287,862,377	-5.71%

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	54,158,457	53,241,641	-1.69%	49,863,385	-6.35%
February	54,367,277	52,941,739	-2.62%	49,695,974	-6.13%
March	54,443,565	52,510,813	-3.55%	49,384,163	-5.95%
April	54,300,563	52,124,528	-4.01%	49,292,367	-5.43%
May	54,213,848	51,950,730	-4.17%	49,068,160	-5.55%
June	54,120,619	51,701,752	-4.47%	48,766,771	-5.68%

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	1,977,463	1,917,124	-3.05%	1,714,982	-10.54%
February	2,040,483	1,953,392	-4.27%	1,889,077	-3.29%
March	2,156,619	1,967,972	-8.75%	1,832,772	-6.87%
April	2,091,071	1,933,332	-7.54%	1,872,997	-3.12%
May	2,166,722	2,047,891	-5.48%	1,949,956	-4.78%
June	2,043,624	1,932,203	-5.45%	1,817,601	-5.93%

MTA Bus

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%	10,942,815	1.03%
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%
January	9,464,783	9,840,105	3.97%	9,359,616	-4.88%
February	9,650,946	9,289,270	-3.75%	9,153,050	-1.47%
March	11,393,621	10,774,447	-5.43%	10,383,080	-3.63%
April	10,566,032	9,868,714	-6.60%	10,145,682	2.81%
May	11,022,447	10,948,782	-0.67%	11,008,565	0.55%
June	10,778,433	10,415,892	-3.36%	10,121,363	-2.83%
Year-to-Date	62,876,262	61,137,210	-2.77%	60,171,355	-1.58%

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%	10,242,389	-2.41%
November	10,447,169	10,503,277	0.54%	10,227,050	-2.63%
December	10,449,964	10,468,096	0.17%	10,184,527	-2.71%
January	10,447,181	10,499,373	0.50%	10,144,487	-3.38%
February	10,492,034	10,469,233	-0.22%	10,133,135	-3.21%
March	10,521,786	10,417,636	-0.99%	10,100,521	-3.04%
April	10,506,285	10,359,526	-1.40%	10,123,602	-2.28%
May	10,511,918	10,353,387	-1.51%	10,128,584	-2.17%
June	10,521,786	10,323,175	-1.89%	10,104,039	-2.12%

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%	416,050	-0.49%
November	418,413	412,102	-1.51%	405,862	-1.51%
December	398,969	393,484	-1.37%	383,636	-2.50%
January	387,423	386,330	-0.28%	359,321	-6.99%
February	398,129	394,036	-1.03%	394,753	0.18%
March	425,372	402,782	-5.31%	390,793	-2.98%
April	413,769	392,293	-5.19%	399,312	1.79%
May	428,947	417,065	-2.77%	419,462	0.57%
June	411,220	396,805	-3.51%	391,899	-1.24%

MTA Staten Island Railway

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	363,383	379,316	4.38%	390,355	2.91%
February	335,796	328,169	-2.27%	340,527	3.77%
March	412,851	398,044	-3.59%	389,114	-2.24%
April	371,087	353,305	-4.79%	377,531	6.86%
May	394,816	414,213	4.91%	420,153	1.43%
June	402,135	403,043	0.23%	383,872	-4.76%
Year-to-Date	2,280,068	2,276,090	-0.17%	2,301,552	1.12%

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	377,377	379,003	0.43%	384,626	1.48%
February	379,400	378,367	-0.27%	385,655	1.93%
March	381,031	377,133	-1.02%	384,911	2.06%
April	380,577	375,651	-1.29%	386,930	3.00%
May	380,971	377,268	-0.97%	387,425	2.69%
June	380,587	377,343	-0.85%	385,828	2.25%

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	16,441	16,566	0.76%	16,387	-1.08%
February	15,738	15,676	-0.40%	16,166	3.13%
March	16,674	16,130	-3.26%	15,963	-1.03%
April	16,039	15,739	-1.87%	16,226	3.10%
May	16,949	17,185	1.39%	17,399	1.24%
June	16,613	16,675	0.37%	16,328	-2.08%

MTA Long Island Rail Road

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	6,483,006	6,958,391	7.33%	6,882,948	-1.08%
February	6,614,306	6,522,399	-1.39%	6,476,251	-0.71%
March	7,757,041	7,723,528	-0.43%	7,412,001	-4.03%
April	7,271,823	7,158,667	-1.56%	7,267,217	1.52%
May	7,483,655	7,642,164	2.12%	7,716,073	0.97%
June	7,969,169	7,943,275	-0.32%	7,940,642	-0.03%
Year-to-Date	43,579,000	43,948,423	0.85%	43,695,131	-0.58%

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	7,314,062	7,485,588	2.35%	7,423,616	-0.83%
February	7,353,415	7,477,930	1.69%	7,419,771	-0.78%
March	7,384,444	7,475,137	1.23%	7,393,810	-1.09%
April	7,380,942	7,465,707	1.15%	7,402,856	-0.84%
May	7,399,358	7,478,916	1.08%	7,409,015	-0.93%
June	7,415,306	7,476,758	0.83%	7,408,796	-0.91%

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	298,683	304,399	1.91%	289,965	-4.74%
February	292,604	301,738	3.12%	299,493	-0.74%
March	301,360	300,813	-0.18%	298,352	-0.82%
April	305,742	310,565	1.58%	303,688	-2.21%
May	311,313	307,067	-1.36%	310,397	1.08%
June	319,475	317,303	-0.68%	328,561	3.55%

MTA Metro-North Rail Road

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	6,468,097	6,739,640	4.20%	6,768,836	0.43%
February	6,443,054	6,255,285	-2.91%	6,237,588	-0.28%
March	7,531,600	7,308,183	-2.97%	7,139,088	-2.31%
April	7,118,939	7,015,190	-1.46%	7,110,538	1.36%
May	7,197,619	7,464,395	3.71%	7,549,186	1.14%
June	7,679,577	7,708,077	0.37%	7,592,314	-1.50%
Year-to-Date	42,438,886	42,490,770	0.12%	42,397,550	-0.22%

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	7,181,849	7,230,306	0.67%	7,210,329	-0.28%
February	7,221,102	7,214,658	-0.09%	7,208,854	-0.08%
March	7,251,126	7,196,040	-0.76%	7,194,763	-0.02%
April	7,237,451	7,187,394	-0.69%	7,202,709	0.21%
May	7,238,815	7,209,626	-0.40%	7,209,775	0.00%
June	7,244,864	7,212,001	-0.45%	7,200,128	-0.16%

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	278,072	280,517	0.88%	274,683	-2.08%
February	277,567	279,930	0.85%	278,737	-0.43%
March	289,729	281,303	-2.91%	280,851	-0.16%
April	290,902	292,357	0.50%	289,923	-0.83%
May	290,979	292,303	0.45%	295,061	0.94%
June	304,770	304,839	0.02%	306,545	0.56%

MTA Metro-North East-of-Hudson

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	6,340,920	6,610,352	4.25%	6,638,414	0.42%
February	6,313,644	6,134,790	-2.83%	6,120,024	-0.24%
March	7,378,875	7,162,514	-2.93%	6,997,930	-2.30%
April	6,980,262	6,885,596	-1.36%	6,978,582	1.35%
May	7,052,626	7,323,535	3.84%	7,406,943	1.14%
June	7,526,378	7,563,718	0.50%	7,449,782	-1.51%
Year-to-Date	41,592,705	41,680,505	0.21%	41,591,675	-0.21%

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	7,036,662	7,089,810	0.76%	7,075,583	-0.20%
February	7,075,312	7,074,905	-0.01%	7,074,353	-0.01%
March	7,105,313	7,056,875	-0.68%	7,060,637	0.05%
April	7,092,439	7,048,986	-0.61%	7,068,386	0.28%
May	7,093,630	7,071,562	-0.31%	7,075,337	0.05%
June	7,099,913	7,074,674	-0.36%	7,065,842	-0.12%

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	271,386	274,050	0.98%	268,461	-2.04%
February	271,103	273,604	0.92%	272,565	-0.38%
March	283,078	274,959	-2.87%	274,432	-0.19%
April	284,305	285,896	0.56%	283,647	-0.79%
May	284,071	285,889	0.64%	288,585	0.94%
June	297,803	298,274	0.16%	299,766	0.50%

MTA Metro-North Harlem Line

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	2,098,696	2,189,026	4.30%	2,206,702	0.81%
February	2,097,939	2,036,882	-2.91%	2,030,072	-0.33%
March	2,435,142	2,398,995	-1.48%	2,306,324	-3.86%
April	2,295,023	2,252,524	-1.85%	2,272,242	0.88%
May	2,290,681	2,406,553	5.06%	2,385,749	-0.86%
June	2,439,435	2,470,479	1.27%	2,389,946	-3.26%
Year-to-Date	13,656,916	13,754,459	0.71%	13,591,035	-1.19%

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	2,296,819	2,317,587	0.90%	2,319,150	0.07%
February	2,310,683	2,312,499	0.08%	2,318,582	0.26%
March	2,319,011	2,309,487	-0.41%	2,310,860	0.06%
April	2,316,016	2,305,945	-0.43%	2,312,503	0.28%
May	2,316,158	2,315,601	-0.02%	2,310,769	-0.21%
June	2,318,030	2,318,188	0.01%	2,304,058	-0.61%

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	90,677	91,492	0.90%	89,982	-1.65%
February	90,756	91,541	0.87%	91,261	-0.31%
March	94,005	92,571	-1.53%	91,275	-1.40%
April	94,305	94,501	0.21%	93,309	-1.26%
May	93,217	94,721	1.61%	93,972	-0.79%
June	97,395	98,262	0.89%	97,358	-0.92%

MTA Metro-North Hudson Line

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	1,216,365	1,286,721	5.78%	1,297,102	0.81%
February	1,219,067	1,206,479	-1.03%	1,201,364	-0.42%
March	1,433,576	1,396,026	-2.62%	1,387,849	-0.59%
April	1,363,513	1,372,524	0.66%	1,412,473	2.91%
May	1,397,282	1,459,859	4.48%	1,505,105	3.10%
June	1,460,876	1,500,113	2.69%	1,502,130	0.13%
Year-to-Date	8,090,679	8,221,722	1.62%	8,306,023	1.03%

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	1,371,290	1,389,511	1.33%	1,408,989	1.40%
February	1,378,262	1,388,462	0.74%	1,408,563	1.45%
March	1,383,555	1,385,333	0.13%	1,407,881	1.63%
April	1,380,689	1,386,083	0.39%	1,411,210	1.81%
May	1,382,016	1,391,298	0.67%	1,414,981	1.70%
June	1,383,050	1,394,568	0.83%	1,415,149	1.48%

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	51,994	53,226	2.37%	52,360	-1.63%
February	52,341	53,660	2.52%	53,458	-0.38%
March	54,932	53,560	-2.50%	54,318	1.42%
April	55,404	56,690	2.32%	57,126	0.77%
May	55,964	56,735	1.38%	58,284	2.73%
June	57,586	58,857	2.21%	60,030	1.99%

MTA Metro-North New Haven Line

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	3,025,859	3,134,605	3.59%	3,134,610	0.00%
February	2,996,638	2,891,429	-3.51%	2,888,588	-0.10%
March	3,510,157	3,367,493	-4.06%	3,303,757	-1.89%
April	3,321,726	3,260,548	-1.84%	3,293,867	1.02%
May	3,364,663	3,457,123	2.75%	3,516,089	1.71%
June	3,626,067	3,593,126	-0.91%	3,557,706	-0.99%
Year-to-Date	19,845,110	19,704,324	-0.71%	19,694,617	-0.05%

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	3,368,554	3,382,712	0.42%	3,347,444	-1.04%
February	3,386,367	3,373,944	-0.37%	3,347,207	-0.79%
March	3,402,747	3,362,056	-1.20%	3,341,896	-0.60%
April	3,395,733	3,356,957	-1.14%	3,344,673	-0.37%
May	3,395,456	3,364,662	-0.91%	3,349,587	-0.45%
June	3,398,834	3,361,917	-1.09%	3,346,635	-0.45%

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	128,715	129,332	0.48%	126,119	-2.48%
February	128,006	128,403	0.31%	127,846	-0.43%
March	134,141	128,829	-3.96%	128,839	0.01%
April	134,596	134,704	0.08%	133,213	-1.11%
May	134,891	134,432	-0.34%	136,329	1.41%
June	142,822	141,155	-1.17%	142,379	0.87%

MTA Metro-North West-of-Hudson

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	127,177	129,288	1.66%	130,422	0.88%
February	129,410	120,495	-6.89%	117,564	-2.43%
March	152,725	145,669	-4.62%	141,158	-3.10%
April	138,677	129,594	-6.55%	131,956	1.82%
May	144,993	140,860	-2.85%	142,243	0.98%
June	153,199	144,359	-5.77%	142,532	-1.27%
Year-to-Date	846,181	810,265	-4.24%	805,875	-0.54%

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	145,187	140,496	-3.23%	134,746	-4.09%
February	145,790	139,753	-4.14%	134,502	-3.76%
March	145,813	139,165	-4.56%	134,126	-3.62%
April	145,013	138,408	-4.55%	134,323	-2.95%
May	145,185	138,064	-4.91%	134,438	-2.63%
June	144,951	137,327	-5.26%	134,286	-2.21%

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	6,686	6,467	-3.28%	6,222	-3.79%
February	6,464	6,326	-2.13%	6,172	-2.43%
March	6,651	6,344	-4.62%	6,419	1.18%
April	6,597	6,461	-2.06%	6,276	-2.86%
May	6,908	6,414	-7.15%	6,476	0.97%
June	6,967	6,565	-5.77%	6,779	3.26%

MTA Metro-North Port Jervis Line

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	74,238	76,900	3.59%	75,689	-1.57%
February	76,153	71,338	-6.32%	68,119	-4.51%
March	90,131	85,505	-5.13%	79,180	-7.40%
April	82,641	77,209	-6.57%	75,632	-2.04%
May	86,106	84,459	-1.91%	82,221	-2.65%
June	89,903	85,413	-4.99%	81,196	-4.94%
Year-to-Date	499,172	480,824	-3.68%	462,037	-3.91%

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	86,357	83,966	-2.77%	80,371	-4.28%
February	86,679	83,565	-3.59%	80,103	-4.14%
March	86,742	83,179	-4.11%	79,576	-4.33%
April	86,256	82,727	-4.09%	79,445	-3.97%
May	86,255	82,589	-4.25%	79,258	-4.03%
June	86,049	82,215	-4.45%	78,907	-4.02%

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	3,902	3,847	-1.41%	3,613	-6.08%
February	3,803	3,743	-1.58%	3,574	-4.52%
March	3,926	3,725	-5.12%	3,601	-3.33%
April	3,931	3,847	-2.14%	3,596	-6.52%
May	4,103	3,847	-6.24%	3,744	-2.68%
June	4,089	3,885	-4.99%	3,861	-0.62%

MTA Metro-North Pascack Valley Line

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	52,939	52,388	-1.04%	54,733	4.48%
February	53,257	49,157	-7.70%	49,445	0.59%
March	62,594	60,164	-3.88%	61,978	3.02%
April	56,036	52,385	-6.52%	56,324	7.52%
May	58,887	56,401	-4.22%	60,022	6.42%
June	63,296	58,946	-6.87%	61,336	4.05%
Year-to-Date	347,009	329,441	-5.06%	343,838	4.37%

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	58,831	56,530	-3.91%	54,375	-3.81%
February	59,111	56,188	-4.94%	54,399	-3.18%
March	59,071	55,986	-5.22%	54,550	-2.56%
April	58,757	55,682	-5.23%	54,878	-1.44%
May	58,930	55,475	-5.86%	55,180	-0.53%
June	58,903	55,112	-6.44%	55,379	0.48%

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	2,784	2,620	-5.89%	2,609	-0.42%
February	2,661	2,583	-2.93%	2,598	0.58%
March	2,725	2,619	-3.89%	2,818	7.60%
April	2,666	2,614	-1.95%	2,680	2.52%
May	2,805	2,567	-8.48%	2,732	6.43%
June	2,878	2,680	-6.88%	2,918	8.88%

MTA Bridges & Tunnels

Revenue Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%	25,955,869	3.29%
December	25,398,337	25,273,158	-0.49%	25,737,055	1.84%
January	22,206,860	23,452,652	5.61%	23,731,837	1.19%
February	22,379,445	21,620,767	-3.39%	22,742,698	5.19%
March	25,678,007	24,595,618	-4.22%	25,672,596	4.38%
April	25,460,062	25,354,830	-0.41%	26,519,055	4.59%
May	27,041,559	26,717,750	-1.20%	28,226,925	5.65%
June	27,281,473	27,133,265	-0.54%	28,544,549	5.20%
Year-to-Date	150,047,406	148,874,882	-0.78%	155,437,660	4.41%

12 Month Averages	2015-2016	2016-2017	% Change	2017-2018	% Change
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%	25,794,452	0.65%
December	24,831,676	25,618,050	3.17%	25,833,110	0.84%
January	24,933,640	25,721,866	3.16%	25,856,375	0.52%
February	25,133,288	25,658,642	2.09%	25,949,869	1.14%
March	25,286,734	25,568,443	1.11%	26,039,618	1.84%
April	25,339,651	25,559,674	0.87%	26,136,636	2.26%
May	25,383,063	25,532,690	0.59%	26,262,401	2.86%
June	25,478,131	25,520,339	0.17%	26,380,008	3.37%

Average Weekday Passengers	2015-2016	2016-2017	% Change	2017-2018	% Change
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%
January	790,094	807,271	2.17%	798,165	-1.13%
February	803,140	802,086	-0.13%	860,306	7.26%
March	845,050	812,009	-3.91%	833,828	2.69%
April	864,797	871,220	0.74%	900,145	3.32%
May	897,859	893,394	-0.50%	945,636	5.85%
June	921,464	922,040	0.06%	965,899	4.76%

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2018 Mid-Year Forecast
Consolidated Accrual Statement of Operations By Category
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable													
Revenue													
Farebox Revenue	\$480.9	\$463.2	\$523.7	\$503.8	\$531.0	\$531.4	\$528.7	\$529.2	\$506.7	\$548.0	\$514.8	\$514.5	\$6,175.9
Toll Revenue	146.2	138.9	155.9	161.8	172.9	169.3	172.5	179.5	166.3	169.2	161.9	160.3	1,954.8
Other Operating Revenue	52.7	47.8	46.4	54.7	63.5	54.3	57.1	54.2	54.0	55.4	54.6	62.1	657.0
Capital and Other Reimbursements	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
Total Revenues	\$679.9	\$650.0	\$726.1	\$720.3	\$767.4	\$755.0	\$758.3	\$763.0	\$727.0	\$772.6	\$731.4	\$736.8	\$8,787.7
Operating Expenses													
Labor:													
Payroll	\$3,872.1	\$111.3	\$125.2	\$122.5	\$124.8	\$123.7	\$124.8	\$134.8	\$122.3	\$128.2	\$133.2	\$143.3	\$5,266.1
Overtime	678.7	24.8	28.4	21.1	26.1	23.3	26.1	23.4	22.9	22.8	23.8	23.4	944.9
Health and Welfare	1,038.1	24.0	25.7	24.8	25.8	25.7	25.7	26.9	25.8	26.1	26.7	26.3	1,321.7
OPEB Current Payments	494.1	10.2	10.3	10.5	14.0	14.1	10.5	10.5	14.1	10.5	10.5	14.0	623.5
Pension	1,012.5	24.5	36.4	25.1	24.7	36.6	24.3	25.4	36.5	24.6	25.4	30.8	1,326.9
Other Fringe Benefits	612.0	27.4	28.1	26.3	29.4	27.4	32.5	30.7	27.7	24.9	22.9	22.0	911.2
Reimbursable Overhead	(301.1)	(12.4)	(10.3)	(10.1)	(15.6)	(12.6)	(14.4)	(13.9)	(13.1)	(14.4)	(12.7)	(21.2)	(451.8)
Total Labor Expenses	\$7,406.4	\$209.9	\$243.8	\$220.1	\$229.1	\$238.4	\$229.7	\$237.9	\$236.2	\$222.6	\$229.8	\$238.7	\$9,942.5
Non-Labor:													
Electric Power	\$327.3	\$14.2	\$14.6	\$15.3	\$14.3	\$16.2	\$16.4	\$16.0	\$16.9	\$14.5	\$14.0	\$15.7	\$495.3
Fuel	141.1	3.7	3.8	3.9	4.0	3.6	4.0	4.1	3.9	4.0	3.8	3.5	183.3
Insurance	68.4	(5.6)	(5.7)	(5.5)	(5.2)	(4.3)	(5.3)	(5.3)	(4.3)	(5.2)	(5.2)	(4.3)	12.6
Claims	242.6	9.2	8.5	12.1	8.8	8.7	8.3	8.3	8.7	8.3	8.3	11.1	343.1
Paratransit Service Contracts	412.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	412.2
Maintenance and Other Operating Contracts	379.2	34.4	33.8	33.6	39.7	41.5	41.7	41.3	41.9	43.6	42.0	69.8	842.5
Professional Services Contracts	237.4	32.3	21.3	19.1	33.4	32.3	33.1	31.9	35.7	38.0	41.1	43.2	598.9
Materials and Supplies	439.7	19.0	17.6	19.5	24.8	32.1	24.7	26.2	27.9	27.3	26.5	36.4	721.7
Other Business Expenses	104.7	8.9	10.4	9.3	11.2	18.4	10.9	11.2	10.7	11.0	11.8	11.6	230.1
Total Non-Labor Expenses	\$2,352.7	\$116.1	\$104.5	\$107.1	\$131.0	\$148.5	\$134.0	\$133.6	\$141.4	\$141.5	\$142.4	\$187.0	\$3,839.8
Other Expense Adjustments:													
Other	\$2.7	\$2.5	\$3.3	\$3.3	\$2.8	\$10.6	\$23.0	\$23.0	\$23.0	\$23.0	\$23.0	\$2.9	\$143.0
General Reserve	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	160.0	160.0
Total Other Expense Adjustments	\$2.7	\$2.5	\$3.3	\$3.3	\$2.8	\$10.6	\$23.0	\$23.0	\$23.0	\$23.0	\$23.0	\$162.9	\$303.0
Total Operating Expenses	\$9,761.8	\$328.6	\$351.5	\$330.5	\$362.9	\$397.5	\$386.7	\$394.5	\$400.6	\$387.1	\$395.2	\$588.5	\$14,085.3
Depreciation	\$220.2	\$220.2	\$218.3	\$219.9	\$221.8	\$182.6	\$227.0	\$228.4	\$229.1	\$230.7	\$231.7	\$234.6	\$2,664.8
OPEB Liability Adjustment	33.0	32.9	314.3	35.4	31.0	448.7	39.1	39.4	377.9	39.4	39.0	378.3	1,808.4
GASB 68 Pension Expense Adjustment	0.0	0.0	3.4	0.0	0.0	8.5	6.7	6.9	4.4	6.9	6.6	(280.9)	(237.6)
Environmental Remediation	0.2	0.2	1.3	0.2	0.2	1.2	0.2	0.2	1.2	0.2	0.2	1.2	6.0
Total Expenses After Non-Cash Liability Adjs.	\$10,015.2	\$581.9	\$888.7	\$586.1	\$615.9	\$1,038.5	\$659.6	\$669.3	\$1,013.2	\$664.2	\$672.6	\$921.8	\$18,326.9
Net Surplus/(Deficit) Before Subsidies & Debt Service	(\$9,335.3)	\$68.1	(\$162.6)	\$134.3	\$151.5	(\$283.5)	\$98.7	\$93.7	(\$286.2)	\$108.4	\$58.8	(\$185.0)	(\$9,539.1)
Subsidies	\$316.9	\$398.2	\$457.2	\$2,110.6	\$439.9	\$651.9	\$618.2	\$423.6	\$555.1	\$305.2	\$349.9	\$520.8	\$7,147.5
Debt Service	(217.5)	(236.2)	(225.5)	(235.5)	(134.4)	(231.0)	(231.0)	(231.4)	(221.7)	(204.6)	(172.2)	(234.2)	(2,575.2)

Note: The impact of LIRR's Forward Plan, MNR's Way Ahead, and the MTA Bus Action Plan, which were captured as MTA Re-estimates within below-the-line adjustments in the 2018 July Financial Plan, have been allocated and are now reflected within Agency baseline Mid-Year Forecasts.

-- Differences are due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2018 Mid-Year Forecast
Consolidated Accrual Statement of Operations By Category
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Reimbursable													
Revenue													
Farebox Revenue	\$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
Toll Revenue	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
Other Operating Revenue	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
Capital and Other Reimbursements	143.1	150.7	240.6	208.2	188.7	202.2	195.4	192.1	222.0	199.8	182.3	210.0	2,334.9
Total Revenues	\$143.1	\$150.7	\$240.6	\$208.2	\$188.7	\$202.2	\$195.4	\$192.1	\$222.0	\$199.8	\$182.3	\$210.0	\$2,334.9
Operating Expenses													
<u>Labor:</u>													
Payroll	\$554.3	\$17.2	\$16.3	\$17.7	\$21.2	\$18.2	\$21.6	\$19.4	\$18.6	\$22.1	\$17.9	\$18.1	\$762.5
Overtime	139.8	7.3	7.5	6.0	5.1	6.1	6.4	6.6	6.2	6.2	5.7	4.3	207.3
Health and Welfare	30.4	4.8	4.2	4.2	5.0	4.3	5.1	4.8	4.5	5.3	4.5	4.2	81.3
OPEB Current Payments	9.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.9
Pension	41.3	5.4	5.2	5.2	6.2	5.5	6.5	5.8	5.6	6.5	5.3	5.2	103.5
Other Fringe Benefits	220.1	4.4	4.0	3.8	4.5	3.9	4.5	4.1	4.0	4.6	3.7	3.6	265.2
Reimbursable Overhead	301.0	12.3	9.4	9.8	15.4	12.4	14.1	13.7	12.9	14.1	12.5	21.0	448.6
Total Labor Expenses	\$1,296.9	\$51.4	\$46.6	\$46.8	\$57.5	\$50.3	\$58.3	\$54.3	\$51.8	\$58.7	\$49.6	\$56.3	\$1,878.4
<u>Non-Labor:</u>													
Electric Power	\$0.3	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.1	\$0.2	\$1.5
Fuel	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
Insurance	0.8	1.1	1.0	1.2	1.4	1.2	1.5	1.4	1.3	1.5	1.2	1.0	14.7
Claims	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
Paratransit Service Contracts	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
Maintenance and Other Operating Contracts	73.2	1.2	3.4	2.8	5.6	3.3	3.3	2.9	3.0	4.1	2.8	3.7	109.3
Professional Services Contracts	27.9	(4.0)	14.7	16.7	7.4	11.0	11.8	10.8	10.7	11.1	11.6	18.9	148.6
Materials and Supplies	77.8	5.5	7.5	9.6	9.8	10.0	9.8	9.7	9.1	10.0	9.1	13.8	181.7
Other Business Expenses	(0.5)	0.2	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.6
Total Non-Labor Expenses	\$179.6	\$4.1	\$26.7	\$30.5	\$24.4	\$25.8	\$26.7	\$25.0	\$24.3	\$26.9	\$24.8	\$37.8	\$456.5
<u>Other Expense Adjustments:</u>													
Other	\$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
Total Other Expense Adjustments	\$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
Total Operating Expenses	\$1,476.5	\$55.4	\$73.3	\$77.3	\$81.9	\$76.0	\$84.9	\$79.3	\$76.1	\$85.6	\$74.4	\$94.1	\$2,334.9
Net Surplus/(Deficit) Before Subsidies & Debt Service	(\$1,333.4)	\$95.3	\$167.3	\$130.9	\$106.8	\$126.1	\$110.5	\$112.8	\$145.8	\$114.2	\$107.9	\$116.0	\$0.0

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2018 Mid-Year Forecast
Consolidated Accrual Statement of Operations By Category
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>Non-Reimbursable / Reimbursable</u>													
Revenue													
Farebox Revenue	\$480.9	\$463.2	\$523.7	\$503.8	\$531.0	\$531.4	\$528.7	\$529.2	\$506.7	\$548.0	\$514.8	\$514.5	\$6,175.9
Toll Revenue	146.2	138.9	155.9	161.8	172.9	169.3	172.5	179.5	166.3	169.2	161.9	160.3	1,954.8
Other Operating Revenue	52.7	47.8	46.4	54.7	63.5	54.3	57.1	54.2	54.0	55.4	54.6	62.1	657.0
Capital and Other Reimbursements	143.1	150.7	240.6	208.2	188.7	202.2	195.4	192.1	222.0	199.8	182.3	210.0	2,334.9
Total Revenues	\$822.9	\$800.7	\$966.6	\$928.5	\$956.0	\$957.2	\$953.7	\$955.0	\$949.0	\$972.4	\$913.7	\$946.9	\$11,122.6
Operating Expenses													
<u>Labor:</u>													
Payroll	\$4,426.4	\$128.5	\$141.5	\$140.1	\$146.0	\$141.9	\$146.4	\$154.1	\$141.0	\$150.2	\$151.1	\$161.4	\$6,028.6
Overtime	818.5	32.1	35.9	27.1	31.3	29.4	32.6	30.0	29.1	29.0	29.6	27.7	1,152.3
Health and Welfare	1,068.5	28.8	29.8	29.0	30.8	30.1	30.8	31.7	30.3	31.4	31.2	30.5	1,403.0
OPEB Current Payments	504.0	10.2	10.3	10.5	14.0	14.1	10.5	10.5	14.1	10.5	10.5	14.0	633.4
Pension	1,053.8	29.9	41.6	30.3	30.9	42.1	30.8	31.2	42.0	31.1	30.7	36.0	1,430.4
Other Fringe Benefits	832.1	31.8	32.1	30.1	33.9	31.3	37.0	34.9	31.6	29.4	26.6	25.6	1,176.5
Reimbursable Overhead	(0.1)	(0.1)	(0.9)	(0.2)	(0.2)	(0.2)	(0.2)	(0.2)	(0.2)	(0.3)	(0.3)	(0.2)	(3.2)
Total Labor Expenses	\$8,703.2	\$261.3	\$290.4	\$266.9	\$286.6	\$288.6	\$288.0	\$292.2	\$288.0	\$281.4	\$279.4	\$295.0	\$11,820.9
<u>Non-Labor:</u>													
Electric Power	\$327.6	\$14.4	\$14.7	\$15.4	\$14.4	\$16.3	\$16.5	\$16.1	\$17.0	\$14.6	\$14.1	\$15.8	\$496.8
Fuel	141.1	3.7	3.8	3.9	4.0	3.6	4.0	4.1	3.9	4.0	3.8	3.5	183.4
Insurance	69.3	(4.5)	(4.6)	(4.3)	(3.8)	(3.1)	(3.7)	(3.9)	(3.0)	(3.8)	(4.1)	(3.3)	27.3
Claims	242.6	9.2	8.5	12.1	8.8	8.7	8.3	8.3	8.7	8.3	8.3	11.1	343.1
Paratransit Service Contracts	412.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	412.2
Maintenance and Other Operating Contracts	452.3	35.6	37.2	36.4	45.2	44.8	45.1	44.2	44.9	47.7	44.8	73.6	951.8
Professional Services Contracts	265.3	28.3	36.1	35.8	40.8	43.3	44.9	42.7	46.4	49.1	52.6	62.1	747.5
Materials and Supplies	517.5	24.4	25.1	29.1	34.7	42.2	34.5	35.9	37.0	37.3	35.7	50.2	903.4
Other Business Expenses	104.2	9.1	10.4	9.3	11.3	18.5	11.1	11.3	10.8	11.1	11.9	11.7	230.7
Total Non-Labor Expenses	\$2,532.3	\$120.2	\$131.1	\$137.7	\$155.4	\$174.3	\$160.6	\$158.6	\$165.8	\$168.4	\$167.2	\$224.7	\$4,296.3
<u>Other Expense Adjustments:</u>													
Other	\$2.7	\$2.5	\$3.3	\$3.3	\$2.8	\$10.6	\$23.0	\$23.0	\$23.0	\$23.0	\$23.0	\$2.9	\$143.0
General Reserve	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	160.0	160.0
Total Other Expense Adjustments	\$2.7	\$2.5	\$3.3	\$3.3	\$2.8	\$10.6	\$23.0	\$23.0	\$23.0	\$23.0	\$23.0	\$162.9	\$303.0
Total Operating Expenses	\$11,238.3	\$384.0	\$424.8	\$407.8	\$444.8	\$473.6	\$471.6	\$473.8	\$476.8	\$472.7	\$469.6	\$682.6	\$16,420.2
Depreciation	\$220.2	\$220.2	\$218.3	\$219.9	\$221.8	\$182.6	\$227.0	\$228.4	\$229.1	\$230.7	\$231.7	\$234.6	\$2,664.8
OPEB Liability Adjustment	33.0	32.9	314.3	35.4	31.0	448.7	39.1	39.4	377.9	39.4	39.0	378.3	1,808.4
GASB 68 Pension Expense Adjustment	0.0	0.0	3.4	0.0	0.0	8.5	6.7	6.9	4.4	6.9	6.6	(280.9)	(237.6)
Environmental Remediation	0.2	0.2	1.3	0.2	0.2	1.2	0.2	0.2	1.2	0.2	0.2	1.2	6.0
Total Expenses After Non-Cash Liability Adjs.	\$11,491.7	\$637.3	\$962.0	\$663.4	\$697.7	\$1,114.5	\$744.5	\$748.6	\$1,089.4	\$749.8	\$747.0	\$1,015.9	\$20,661.8
Net Surplus/(Deficit) Before Subsidies & Debt Service	(\$10,668.7)	\$163.4	\$4.7	\$265.2	\$258.3	(\$157.3)	\$209.2	\$206.4	(\$140.4)	\$222.6	\$166.6	(\$69.0)	(\$9,539.1)
Subsidies	\$316.9	\$398.2	\$457.2	\$2,110.6	\$439.9	\$651.9	\$618.2	\$423.6	\$555.1	\$305.2	\$349.9	\$520.8	\$7,147.5
Debt Service	(217.5)	(236.2)	(225.5)	(235.5)	(134.4)	(231.0)	(231.0)	(231.4)	(221.7)	(204.6)	(172.2)	(234.2)	(2,575.2)

Note: The impact of LIRR's Forward Plan, MNR's Way Ahead, and the MTA Bus Action Plan, which were captured as MTA Re-estimates within below-the-line adjustments in the 2018 July Financial Plan, have been allocated and are now reflected within Agency baseline Mid-Year Forecasts.

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2018 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime Expenses
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<i>Non-Reimbursable Overtime</i>													
Scheduled Service	\$21.395	\$18.803	\$19.067	\$18.717	\$21.306	\$21.456	\$20.509	\$19.173	\$19.602	\$20.660	\$21.679	\$21.533	\$243.899
Unscheduled Service	15.539	13.598	13.530	17.227	21.713	(6.831)	12.269	12.214	11.920	12.522	11.868	11.723	147.290
Programmatic/Routine Maintenance	21.301	29.770	16.414	28.130	37.067	29.275	30.733	30.449	30.410	30.999	29.076	33.224	346.847
Unscheduled Maintenance	0.260	0.214	0.232	0.097	0.294	0.232	0.183	0.164	0.184	0.188	0.165	0.178	2.392
Vacancy/Absentee Coverage	7.863	12.860	15.672	10.709	11.354	(2.562)	12.331	11.396	9.424	9.604	9.757	10.721	119.130
Weather Emergencies	20.976	3.080	22.709	1.864	0.519	0.256	0.527	0.298	0.537	0.296	0.513	(2.899)	48.677
Safety/Security/Law Enforcement	2.395	2.149	2.392	1.913	3.305	1.804	1.309	1.292	1.228	1.227	1.462	1.578	22.055
Other	0.949	4.038	1.099	2.003	1.237	(2.267)	2.612	2.591	(4.542)	2.655	2.293	1.607	14.274
<i>NON-REIMBURSABLE OVERTIME</i>	\$90.678	\$84.512	\$91.116	\$80.659	\$96.796	\$41.363	\$80.472	\$77.577	\$68.762	\$78.150	\$76.814	\$77.666	\$944.564
<i>REIMBURSABLE OVERTIME</i>	\$139.844	\$7.289	\$7.523	\$5.999	\$5.147	\$6.056	\$6.445	\$6.565	\$6.208	\$6.236	\$5.734	\$4.301	\$207.348
TOTAL OVERTIME	\$230.522	\$91.801	\$98.639	\$86.658	\$101.943	\$47.419	\$86.918	\$84.142	\$74.970	\$84.386	\$82.548	\$81.968	\$1,151.912

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2018 Mid-Year Forecast
Total Positions by Category and Agency

CATEGORY / AGENCY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Baseline Total Positions	72,244	72,224	72,149	72,307	72,836	73,544	73,901	74,021	74,148	74,300	74,272	74,843
New York City Transit	49,684	49,652	49,575	49,678	50,010	50,510	50,773	50,814	50,919	50,890	50,851	50,881
Long Island Rail Road	7,401	7,447	7,481	7,536	7,536	7,552	7,588	7,637	7,634	7,720	7,729	7,793
Metro-North Railroad	6,534	6,519	6,505	6,531	6,536	6,566	6,612	6,643	6,670	6,734	6,737	7,018
Headquarters	2,776	2,774	2,764	2,747	2,941	2,941	2,945	2,945	2,949	2,952	2,952	3,149
Capital Construction Company	125	123	123	125	129	143	152	152	152	181	181	181
Bus Company	3,987	3,987	3,987	3,987	3,987	3,987	3,987	3,987	3,982	3,982	3,982	3,982
Staten Island Railway	331	327	326	331	333	342	342	342	342	342	342	342
Bridges and Tunnels	1,405	1,395	1,388	1,372	1,364	1,503	1,502	1,501	1,500	1,499	1,498	1,497
Non-Reimbursable Positions	65,495	65,408	65,490	64,819	65,481	65,579	65,747	65,864	65,976	66,155	66,338	66,977
New York City Transit	45,006	44,886	44,840	44,554	45,074	44,968	45,158	45,199	45,280	45,245	45,270	45,257
Long Island Rail Road	6,233	6,179	6,406	6,125	6,137	6,192	6,184	6,244	6,249	6,361	6,477	6,624
Metro-North Railroad	5,936	6,039	5,957	5,883	5,848	5,849	5,833	5,850	5,877	5,978	6,020	6,339
Headquarters	2,724	2,722	2,712	2,694	2,865	2,865	2,869	2,869	2,873	2,876	2,876	3,062
Capital Construction Company	0	0	0	0	0	0	0	0	0	0	0	0
Bus Company	3,947	3,947	3,947	3,947	3,947	3,947	3,947	3,947	3,942	3,942	3,942	3,942
Staten Island Railway	331	327	326	331	333	342	342	342	342	342	342	342
Bridges and Tunnels	1,318	1,308	1,301	1,285	1,277	1,416	1,415	1,414	1,413	1,412	1,411	1,410
Reimbursable Positions	6,748	6,818	6,662	7,488	7,353	7,965	8,154	8,157	8,172	8,145	7,934	7,866
New York City Transit	4,678	4,766	4,735	5,124	4,936	5,542	5,615	5,615	5,639	5,645	5,581	5,624
Long Island Rail Road	1,168	1,268	1,075	1,411	1,399	1,360	1,404	1,393	1,385	1,360	1,252	1,169
Metro-North Railroad	599	480	548	648	688	717	779	793	793	756	717	679
Headquarters	52	52	52	53	76	76	76	76	76	76	76	87
Capital Construction Company	125	125	125	125	127	143	152	152	152	181	181	181
Bus Company	40	40	40	40	40	40	40	40	40	40	40	40
Staten Island Railway	0	0	0	0	0	0	0	0	0	0	0	0
Bridges and Tunnels	87	87	87	87	87	87	87	87	87	87	87	87
Full-Time Positions	72,003	71,968	71,895	72,051	72,578	73,327	73,687	73,807	73,934	74,086	74,058	74,628
New York City Transit	49,461	49,412	49,337	49,440	49,772	50,311	50,577	50,618	50,723	50,694	50,655	50,684
Long Island Rail Road	7,401	7,447	7,481	7,536	7,536	7,552	7,588	7,637	7,634	7,720	7,729	7,793
Metro-North Railroad	6,534	6,519	6,505	6,531	6,536	6,566	6,612	6,643	6,670	6,734	6,737	7,018
Headquarters	2,776	2,774	2,764	2,747	2,941	2,941	2,945	2,945	2,949	2,952	2,952	3,149
Capital Construction Company	125	125	125	125	127	143	152	152	152	181	181	181
Bus Company	3,969	3,969	3,969	3,969	3,969	3,969	3,969	3,969	3,964	3,964	3,964	3,964
Staten Island Railway	331	327	326	331	333	342	342	342	342	342	342	342
Bridges and Tunnels	1,405	1,395	1,388	1,372	1,364	1,503	1,502	1,501	1,500	1,499	1,498	1,497
Full-time Equivalent Positions	241	258	256	256	256	217	214	214	214	214	214	215
New York City Transit	223	240	238	238	238	199	196	196	196	196	196	197
Long Island Rail Road	0	0	0	0	0	0	0	0	0	0	0	0
Metro-North Railroad	0	0	0	0	0	0	0	0	0	0	0	0
Headquarters	0	0	0	0	0	0	0	0	0	0	0	0
Capital Construction Company	0	0	0	0	0	0	0	0	0	0	0	0
Bus Company	18	18	18	18	18	18	18	18	18	18	18	18
Staten Island Railway	0	0	0	0	0	0	0	0	0	0	0	0
Bridges and Tunnels	0	0	0	0	0	0	0	0	0	0	0	0

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan 2018
Total Positions by Function and Agency

FUNCTION / AGENCY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration	4,632	4,544	4,536	4,561	4,698	4,768	4,791	4,800	4,810	4,821	4,825	5,099
New York City Transit	1,418	1,338	1,338	1,339	1,336	1,380	1,393	1,398	1,398	1,400	1,400	1,401
Long Island Rail Road	468	467	465	508	508	510	515	515	517	520	520	525
Metro-North Railroad	522	519	521	521	521	523	524	528	531	533	537	608
MTA Headquarters	1,943	1,941	1,933	1,919	2,059	2,059	2,063	2,063	2,067	2,070	2,070	2,267
Capital Construction Company	17	17	17	17	19	21	21	21	21	21	21	21
MTA Bus Company	152	152	152	152	152	152	152	152	153	153	153	153
Staten Island Railway	29	28	28	26	26	28	28	28	28	28	28	28
Bridges and Tunnels	84	83	82	79	77	95	95	95	95	96	96	96
Operations	31,430	31,484	31,405	31,426	31,572	31,449	31,515	31,548	31,630	31,693	31,658	31,523
New York City Transit	23,724	23,776	23,717	23,785	23,942	24,144	24,155	24,177	24,274	24,230	24,201	24,157
Long Island Rail Road	2,560	2,587	2,572	2,529	2,528	2,537	2,580	2,580	2,575	2,657	2,656	2,656
Metro-North Railroad	1,998	1,980	1,983	1,986	1,980	1,989	2,002	2,013	2,009	2,034	2,029	1,938
MTA Headquarters	0	0	0	0	0	0	0	0	0	0	0	0
Capital Construction Company	0	0	0	0	0	0	0	0	0	0	0	0
MTA Bus Company	2,569	2,569	2,569	2,569	2,569	2,569	2,569	2,569	2,563	2,563	2,563	2,563
Staten Island Railway	108	107	107	107	108	111	111	111	111	111	111	111
Bridges and Tunnels	471	465	457	450	445	98	98	98	98	98	98	98
Maintenance	32,341	32,355	32,378	32,471	32,662	32,944	33,204	33,279	33,292	33,340	33,338	33,762
New York City Transit	22,474	22,466	22,460	22,497	22,676	22,923	23,165	23,179	23,167	23,178	23,168	23,241
Long Island Rail Road	4,189	4,208	4,258	4,285	4,286	4,291	4,279	4,328	4,328	4,329	4,339	4,398
Metro-North Railroad	3,904	3,910	3,891	3,915	3,926	3,943	3,973	3,985	4,010	4,046	4,044	4,336
MTA Headquarters	0	0	0	0	0	0	0	0	0	0	0	0
Capital Construction Company	0	0	0	0	0	0	0	0	0	0	0	0
MTA Bus Company	1,211	1,211	1,211	1,211	1,211	1,211	1,211	1,211	1,211	1,211	1,211	1,211
Staten Island Railway	185	183	182	189	190	189	189	189	189	189	189	189
Bridges and Tunnels	377	377	376	374	373	387	387	387	387	387	387	387
Engineering	2,076	2,073	2,069	2,091	2,090	2,169	2,180	2,184	2,207	2,237	2,243	2,252
New York City Transit	1,422	1,423	1,418	1,414	1,411	1,418	1,418	1,418	1,438	1,438	1,438	1,438
Long Island Rail Road	184	185	186	214	214	214	214	214	214	214	214	214
Metro-North Railroad	110	110	110	109	109	111	113	117	120	121	127	136
MTA Headquarters	0	0	0	0	0	0	0	0	0	0	0	0
Capital Construction Company	108	108	108	108	108	122	131	131	131	160	160	160
MTA Bus Company	37	37	37	37	37	37	37	37	37	37	37	37
Staten Island Railway	9	9	9	9	9	14	14	14	14	14	14	14
Bridges and Tunnels	205	202	203	200	200	253	253	253	253	253	253	253
Public Safety	1,765	1,768	1,763	1,758	1,814	2,215	2,211	2,210	2,209	2,209	2,208	2,207
New York City Transit	646	649	644	643	645	645	642	642	642	644	644	644
Long Island Rail Road	0	0	0	0	0	0	0	0	0	0	0	0
Metro-North Railroad	0	0	0	0	0	0	0	0	0	0	0	0
MTA Headquarters	833	833	831	828	882	882	882	882	882	882	882	882
Capital Construction Company	0	0	0	0	0	0	0	0	0	0	0	0
MTA Bus Company	18	18	18	18	18	18	18	18	18	18	18	18
Staten Island Railway	0	0	0	0	0	0	0	0	0	0	0	0
Bridges and Tunnels	268	268	270	269	269	670	669	668	667	665	664	663
Total Positions	72,244	72,226	72,151	72,307	72,834	73,544	73,901	74,021	74,148	74,300	74,272	74,843
New York City Transit	49,684	49,652	49,575	49,678	50,010	50,510	50,773	50,814	50,919	50,890	50,851	50,881
Long Island Rail Road	7,401	7,447	7,481	7,536	7,536	7,552	7,588	7,637	7,634	7,720	7,729	7,793
Metro-North Railroad	6,534	6,519	6,505	6,531	6,536	6,566	6,612	6,643	6,670	6,734	6,737	7,018
MTA Headquarters	2,776	2,764	2,764	2,747	2,941	2,941	2,945	2,945	2,949	2,952	2,952	3,149
Capital Construction Company	125	125	125	125	127	143	152	152	152	181	181	181
MTA Bus Company	3,987	3,987	3,987	3,987	3,987	3,987	3,987	3,987	3,982	3,982	3,982	3,982
Staten Island Railway	331	327	326	331	333	342	342	342	342	342	342	342
Bridges and Tunnels	1,405	1,395	1,388	1,372	1,364	1,503	1,502	1,501	1,500	1,499	1,498	1,497

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2018 Mid-Year Forecast
Total Positions by Function and Occupation

FUNCTION / OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Total Administration Headcount	4,632	4,544	4,536	4,561	4,698	4,768	4,791	4,800	4,810	4,821	4,825	5,099
Managers/Supervisors	1,454	1,443	1,439	1,458	1,495	1,581	1,596	1,605	1,610	1,615	1,616	1,712
Professional/Technical/Clerical	3,034	2,957	2,953	2,964	3,063	3,035	3,044	3,044	3,049	3,055	3,058	3,236
Operational Hourlies	144	144	144	140	140	152	152	152	152	152	152	152
Total Operations Headcount	31,430	31,484	31,405	31,426	31,572	31,449	31,515	31,548	31,630	31,693	31,658	31,523
Managers/Supervisors	3,809	3,792	3,800	3,795	3,793	3,795	3,800	3,808	3,820	3,830	3,835	3,760
Professional/Technical/Clerical	846	926	923	934	932	952	954	955	957	971	970	1,004
Operational Hourlies	26,775	26,766	26,681	26,697	26,847	26,702	26,762	26,786	26,853	26,892	26,853	26,759
Total Maintenance Headcount	32,341	32,355	32,378	32,471	32,662	32,944	33,204	33,279	33,292	33,340	33,338	33,762
Managers/Supervisors	5,681	5,707	5,713	5,794	5,771	5,868	5,906	5,907	5,906	5,911	5,911	5,975
Professional/Technical/Clerical	1,883	1,880	1,876	1,905	1,898	1,991	2,001	2,026	2,038	2,051	2,037	2,118
Operational Hourlies	24,777	24,768	24,789	24,772	24,994	25,085	25,297	25,346	25,348	25,378	25,390	25,669
Total Engineering Headcount	2,076	2,073	2,069	2,091	2,090	2,169	2,180	2,184	2,207	2,237	2,243	2,252
Managers/Supervisors	594	593	590	608	607	633	634	634	634	635	635	636
Professional/Technical/Clerical	1,474	1,472	1,471	1,475	1,475	1,525	1,535	1,539	1,562	1,591	1,597	1,605
Operational Hourlies	8	8	8	8	8	11	11	11	11	11	11	11
Total Public Safety Headcount	1,765	1,768	1,763	1,758	1,814	2,215	2,211	2,210	2,209	2,209	2,208	2,207
Managers/Supervisors	487	485	487	489	504	645	642	642	642	641	641	641
Professional, Technical, Clerical	141	142	140	140	153	161	161	161	161	164	164	164
Operational Hourlies	1,137	1,141	1,136	1,129	1,157	1,409	1,408	1,407	1,406	1,404	1,403	1,402
Baseline Total Positions	72,244	72,224	72,149	72,307	72,836	73,544	73,901	74,021	74,148	74,300	74,272	74,843
Managers/Supervisors	12,025	12,020	12,029	12,144	12,170	12,522	12,578	12,596	12,612	12,632	12,638	12,724
Professional, Technical, Clerical	7,378	7,377	7,362	7,418	7,520	7,664	7,694	7,724	7,766	7,831	7,825	8,127
Operational Hourlies	52,840	52,827	52,758	52,745	53,146	53,359	53,630	53,702	53,770	53,838	53,810	53,993

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2018 Mid-Year Forecast
Debt Service
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Debt Service													
Dedicated Tax Fund													
<i>NYC Transit</i>	\$33.603	\$33.120	\$34.366	\$26.743	\$8.206	\$33.859	\$33.859	\$33.859	\$25.504	\$11.461	\$10.471	\$33.897	\$318.947
<i>Commuter Railroads</i>	7.050	6.949	6.765	5.611	1.722	7.361	7.361	7.361	5.545	2.492	1.354	7.370	66.941
	\$40.653	\$40.069	\$41.131	\$32.354	\$9.928	\$41.220	\$41.220	\$41.220	\$31.049	\$13.952	\$11.825	\$41.267	\$385.888
MTA Transportation Revenue													
<i>NYC Transit</i>	\$77.446	\$82.378	\$77.843	\$90.632	\$43.234	\$78.381	\$78.381	\$78.628	\$78.875	\$78.884	\$59.395	\$79.701	\$903.775
<i>Commuter Railroads</i>	49.229	52.360	49.477	57.953	27.663	51.591	51.591	51.753	51.916	51.922	44.852	52.460	592.767
<i>MTA Bus</i>	0.000	0.000	2.053	1.025	0.706	2.119	2.119	2.126	2.133	2.133	2.107	2.155	18.675
<i>SIRTOA</i>	0.000	0.000	0.167	0.084	0.058	0.144	0.144	0.145	0.145	0.145	0.146	0.147	1.327
	\$126.675	\$134.737	\$129.540	\$149.693	\$71.661	\$132.235	\$132.235	\$132.652	\$133.069	\$133.084	\$106.499	\$134.462	\$1,516.544
Bond Anticipation Notes													
<i>NYC Transit</i>	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Commuter Railroads</i>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<i>MTA Bus</i>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<i>SIRTOA</i>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
2 Broadway COPs													
<i>NYC Transit</i>	\$0.368	\$0.368	\$0.378	\$0.347	\$0.342	\$0.641	\$0.641	\$0.641	\$0.641	\$0.641	\$0.641	\$0.641	\$6.292
<i>Bridges & Tunnels</i>	0.055	0.055	0.057	0.052	0.051	0.096	0.096	0.096	0.096	0.096	0.096	0.096	0.943
<i>MTA HQ</i>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	\$0.535	\$0.535	\$0.550	\$0.505	\$0.498	\$0.933	\$0.933	\$0.933	\$0.933	\$0.933	\$0.933	\$0.933	\$9.158
TBTA General Resolution													
<i>NYC Transit</i>	\$15.331	\$18.817	\$13.384	\$15.727	\$15.521	\$16.734	\$16.734	\$16.734	\$16.734	\$16.734	\$16.678	\$16.612	\$195.739
<i>Commuter Railroads</i>	6.952	8.533	6.069	7.100	7.007	7.554	7.554	7.554	7.554	7.554	7.529	7.500	88.463
<i>Bridges & Tunnels</i>	19.926	24.457	17.395	20.390	20.213	22.166	22.166	22.166	22.166	22.166	17.861	22.008	253.083
	\$42.209	\$51.808	\$36.848	\$43.218	\$42.741	\$46.455	\$46.455	\$46.455	\$46.455	\$46.455	\$42.068	\$46.120	\$537.286
TBTA Subordinate													
<i>NYC Transit</i>	\$4.089	\$4.944	\$9.561	\$5.460	\$5.377	\$5.732	\$5.732	\$5.732	\$5.732	\$5.732	\$6.115	\$6.444	\$70.652
<i>Commuter Railroads</i>	1.840	2.225	4.302	2.848	2.804	2.989	2.989	2.989	2.989	2.989	3.189	3.360	35.512
<i>Bridges & Tunnels</i>	1.540	1.862	3.602	1.377	1.357	1.446	1.446	1.446	1.446	1.446	1.543	1.626	20.140
	\$7.470	\$9.031	\$17.465	\$9.685	\$9.538	\$10.167	\$10.167	\$10.167	\$10.167	\$10.167	\$10.848	\$11.430	\$126.304
Total Debt Service	\$217.542	\$236.181	\$225.534	\$235.456	\$134.366	\$231.011	\$231.011	\$231.427	\$221.673	\$204.592	\$172.174	\$234.213	\$2,575.180

Notes:

- (1) Budgeted debt service is calculated as resolution required funding from available pledged revenues into debt service accounts. Actual payments to bondholders are made when due and do not conform to this schedule.
- (2) Debt service is allocated between Transit, Commuter, MTA Bus, SIRTOA and TBTA categories based on actual spending of bond proceeds for approved capital projects. Allocation of 2 Broadway COPs is based on occupancy.
- (3) Totals may not add due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2018 Mid-Year Forecast
Consolidated Subsidies
Accrual Basis
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YearTotal
Accrued Subsidies													
Dedicated Taxes													
Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$0.0	\$0.0	\$0.0	\$1,686.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,686.6
Petroleum Business Tax (PBT)	0.0	49.3	99.9	0.0	47.4	48.0	67.1	50.7	107.7	0.0	45.7	109.4	625.2
MRT-1	28.0	21.0	22.6	24.9	29.2	23.1	29.0	29.0	29.0	29.0	29.0	29.0	323.0
MRT-2	11.5	9.3	10.2	9.8	11.2	10.8	14.5	14.5	14.5	14.5	14.5	14.5	149.5
MRT Transfer to Suburban Counties	0.0	0.0	(1.4)	0.0	0.0	(1.4)	0.0	0.0	(1.4)	0.0	0.0	(1.4)	(5.6)
Reimburse Agency Security Costs	0.0	0.0	(2.5)	0.0	0.0	(2.5)	0.0	0.0	(2.5)	0.0	0.0	(2.5)	(10.0)
MTA Bus Debt Service	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
Interest	0.0	0.0	1.3	0.0	0.0	1.3	0.0	0.0	1.3	0.0	0.0	1.3	5.3
Urban Tax	51.4	46.5	61.2	68.7	58.8	46.2	32.7	32.7	32.7	32.7	32.7	32.7	529.2
Other Investment Income	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.3	1.2
	\$90.9	\$126.1	\$191.7	\$1,790.0	\$146.6	\$125.7	\$143.3	\$126.9	\$181.7	\$76.2	\$121.9	\$183.4	\$3,304.5
PMT and MTA Aid													
Payroll Mobility Tax (PMT)	\$145.0	\$210.0	\$127.8	\$0.0	\$135.5	\$259.5	\$108.1	\$108.1	\$108.1	\$108.1	\$108.1	\$108.1	\$1,526.4
Payroll Mobility Tax Replacement Funds	0.0	0.0	0.0	0.0	48.8	0.0	48.9	0.0	48.9	0.0	48.9	48.9	244.3
MTA Aid	0.0	0.0	66.5	0.0	0.0	80.0	0.0	0.0	78.2	0.0	0.0	78.2	303.0
	\$145.0	\$210.0	\$194.3	\$0.0	\$184.4	\$339.5	\$157.0	\$108.1	\$235.2	\$108.1	\$157.0	\$235.2	\$2,073.7
New Funding Sources													
NYS Operating Support for SAP	\$0.0	\$0.0	\$0.0	\$46.4	\$46.4	\$46.4	\$46.4	\$46.4	\$21.8	\$0.0	\$0.0	\$0.0	\$254.0
NYC Operating Support for SAP	0.0	0.0	0.0	0.0	0.0	69.7	69.7	69.7	45.0	0.0	0.0	0.0	254.0
NYC Transportation Assistance Fund	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	\$46.4	\$46.4	\$116.1	\$116.1	\$116.1	\$66.8	\$0.0	\$0.0	\$0.0	\$508.0
State and Local Subsidies													
State Operating Assistance	\$0.0	\$0.0	\$0.0	\$187.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$187.9
Local Operating Assistance	0.0	0.0	0.0	29.3	0.0	0.0	123.7	0.0	0.0	0.0	0.0	35.0	187.9
Station Maintenance	13.8	13.8	13.8	14.4	14.1	14.1	14.6	14.6	14.6	14.6	14.6	14.6	171.5
	\$13.8	\$13.8	\$13.8	\$231.5	\$14.1	\$14.1	\$138.2	\$14.6	\$14.6	\$14.6	\$14.6	\$49.6	\$547.3
Subtotal Dedicated Taxes & State and Local Subsidies	\$249.8	\$349.9	\$399.8	\$2,068.0	\$391.5	\$595.5	\$554.6	\$365.7	\$498.2	\$198.9	\$293.4	\$468.2	\$6,433.4
Other Funding Agreements													
City Subsidy for MTA Bus	\$51.0	\$35.4	\$43.6	\$33.3	\$38.2	\$47.0	\$53.8	\$54.1	\$46.9	\$47.7	\$48.3	\$49.1	\$548.4
City Subsidy for SIRTOA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48.8	0.0	0.0	48.8
CDOT Subsidy	16.1	12.9	13.8	9.2	10.2	9.4	9.9	3.9	10.0	9.8	8.2	3.5	116.8
	\$67.2	\$48.3	\$57.4	\$42.6	\$48.5	\$56.4	\$63.6	\$58.0	\$56.9	\$106.3	\$56.4	\$52.6	\$714.1
Total Dedicated Taxes & State and Local Subsidies	\$316.9	\$398.2	\$457.2	\$2,110.6	\$439.9	\$651.9	\$618.2	\$423.6	\$555.1	\$305.2	\$349.9	\$520.8	\$7,147.5
Inter-agency Subsidy Transactions													
B&T Operating Surplus Transfer	\$56.6	\$40.9	\$55.8	\$68.5	\$82.1	\$53.4	\$49.4	\$54.7	\$35.0	\$44.2	\$41.2	\$10.0	\$591.8
	\$56.6	\$40.9	\$55.8	\$68.5	\$82.1	\$53.4	\$49.4	\$54.7	\$35.0	\$44.2	\$41.2	\$10.0	\$591.8
TOTAL SUBSIDIES	\$373.6	\$439.1	\$513.0	\$2,179.0	\$522.0	\$705.2	\$667.6	\$478.4	\$590.1	\$349.4	\$391.1	\$530.8	\$7,739.3

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan - 2018 Mid-Year Forecast
Consolidated Subsidiaries
Cash Basis
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YearTotal
Cash Subsidies													
Dedicated Taxes													
Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$0.0	\$0.0	\$0.0	\$0.0	\$162.1	\$166.0	\$149.6	\$157.3	\$147.5	\$198.0	\$221.4	\$484.6	\$1,686.6
Petroleum Business Tax (PBT)	59.1	49.3	45.1	54.8	47.4	48.0	67.1	50.7	45.7	62.0	45.7	49.6	624.5
MRT-1	25.1	28.0	21.0	22.6	24.9	29.3	27.6	27.6	27.6	27.6	27.6	27.6	316.4
MRT-2	11.0	11.5	9.3	10.2	9.8	11.2	12.1	12.1	12.1	12.1	12.1	12.1	135.4
MRT Adjustments	0.0	0.0	(1.2)	0.0	0.0	(1.2)	0.0	0.0	(1.2)	0.0	0.0	(29.7)	(33.4)
Urban Tax	43.0	51.4	46.5	61.2	68.7	58.8	46.3	46.3	46.3	46.3	46.3	46.3	607.4
Other Investment Income	<u>0.0</u>	<u>0.0</u>	<u>0.3</u>	<u>0.0</u>	<u>0.0</u>	<u>0.3</u>	<u>0.0</u>	<u>0.0</u>	<u>0.3</u>	<u>0.0</u>	<u>0.0</u>	<u>0.3</u>	<u>1.2</u>
	\$138.2	\$140.2	\$121.0	\$148.8	\$313.0	\$312.4	\$302.6	\$294.0	\$278.2	\$345.9	\$353.0	\$590.6	\$3,338.0
PMT and MTA Aid													
Payroll Mobility Tax (PMT)	\$145.0	\$210.0	\$70.0	\$135.0	\$135.5	\$111.2	\$103.8	\$118.1	\$110.1	\$103.7	\$121.8	\$162.1	\$1,526.4
Payroll Mobility Tax Replacement Funds	0.0	0.0	0.0	0.0	48.8	0.0	48.8	0.0	48.8	0.0	48.8	48.8	244.2
MTA Aid	<u>0.0</u>	<u>0.0</u>	<u>40.0</u>	<u>0.0</u>	<u>0.0</u>	<u>80.0</u>	<u>0.0</u>	<u>0.0</u>	<u>91.5</u>	<u>0.0</u>	<u>0.0</u>	<u>91.5</u>	<u>303.0</u>
	\$145.0	\$210.0	\$110.0	\$135.0	\$184.4	\$191.2	\$152.7	\$118.1	\$250.5	\$103.7	\$170.7	\$302.4	\$2,073.7
New Funding Sources													
NYS Operating Support for SAP	\$0.0	\$0.0	\$0.0	\$46.4	\$46.4	\$46.4	\$46.4	\$46.4	\$21.8	\$0.0	\$0.0	\$0.0	\$254.0
NYC Operating Support for SAP	0.0	0.0	0.0	0.0	0.0	69.7	69.7	69.7	45.0	0.0	0.0	0.0	254.0
NYC Transportation Assistance Fund	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$0.0	\$0.0	\$0.0	\$46.4	\$46.4	\$116.1	\$116.1	\$116.1	\$66.8	0.0	\$0.0	\$0.0	\$508.0
State and Local Subsidies													
State Operating Assistance	\$0.0	\$0.0	\$0.0	\$0.0	\$47.0	\$0.0	\$0.0	\$47.0	\$0.0	\$0.0	\$47.0	\$47.0	\$187.9
NYC and Local 18b:													
New York City	0.0	0.0	0.0	0.0	0.5	0.0	124.1	0.0	0.5	0.0	0.0	35.5	160.5
Nassau County	2.9	0.0	0.0	2.9	0.0	0.0	2.9	0.0	0.0	0.0	0.0	2.9	11.6
Suffolk County	0.0	1.9	0.0	0.0	1.9	0.0	0.0	0.0	1.9	0.0	0.0	1.9	7.5
Westchester County	1.8	0.0	0.0	1.8	0.0	1.8	0.0	0.0	1.8	0.0	0.0	0.0	7.3
Putnam County	0.1	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.4
Dutchess County	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.1	0.4
Orange County	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Rockland County	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
Station Maintenance	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>78.6</u>	<u>0.0</u>	<u>90.1</u>	<u>0.0</u>	<u>0.0</u>	<u>168.7</u>
	\$5.0	\$1.9	\$0.0	\$4.9	\$49.3	\$2.0	\$127.0	\$125.6	\$4.3	\$90.1	\$47.0	\$87.5	\$544.5
Subsidy Adjustments													
NYCT Charge Back of MTA Bus Debt Service	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$11.5)	\$0.0	\$0.0	\$0.0	(\$11.5)
953471 - Forward Energy Contracts Program - Gain/(Loss)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0	14.0
MNR Repayment of 525 North Broadway	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(2.4)	(2.4)
Committed to Capital Program Contributions	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(38.8)	(38.8)
Drawdown of GASB 45 OPEB Reserves	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>132.7</u>	<u>132.7</u>
	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$11.5)	\$0.0	\$0.0	\$105.6	\$94.1
Subtotal Dedicated Taxes & State and Local Subsidies	\$288.2	\$352.1	\$231.0	\$335.2	\$593.1	\$621.7	\$698.4	\$653.7	\$588.3	\$539.7	\$570.7	\$1,086.1	\$6,558.2
Other Funding Agreements													
City Subsidy for MTA Bus	\$18.5	\$18.5	\$18.5	\$18.5	\$77.8	\$79.5	\$18.5	\$18.5	\$18.5	\$78.1	\$18.5	\$137.3	\$520.7
City Subsidy for SIRTOA	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	58.5	0.0	0.0	58.5
CDOT Subsidy	<u>16.6</u>	<u>12.3</u>	<u>13.8</u>	<u>9.2</u>	<u>10.2</u>	<u>9.4</u>	<u>9.9</u>	<u>3.9</u>	<u>10.0</u>	<u>9.8</u>	<u>8.2</u>	<u>3.6</u>	<u>116.8</u>
	\$35.1	\$30.8	\$32.3	\$27.7	\$88.0	\$88.9	\$28.4	\$22.4	\$28.5	\$146.4	\$26.7	\$140.8	\$696.0
Total Dedicated Taxes & State and Local Subsidies	\$323.3	\$383.0	\$263.2	\$362.9	\$681.1	\$710.6	\$726.8	\$676.1	\$616.7	\$686.2	\$597.3	\$1,227.0	\$7,254.2
Inter-agency Subsidy Transactions													
B&T Operating Surplus Transfer	\$0.0	\$154.5	\$36.8	\$50.2	\$61.6	\$73.9	\$48.0	\$44.5	\$49.3	\$31.5	\$39.8	\$46.1	\$636.2
	\$0.0	\$154.5	\$36.8	\$50.2	\$61.6	\$73.9	\$48.0	\$44.5	\$49.3	\$31.5	\$39.8	\$46.1	\$636.2
TOTAL SUBSIDIES	\$323.3	\$537.5	\$300.0	\$413.1	\$742.7	\$784.5	\$774.8	\$720.6	\$666.0	\$717.6	\$637.1	\$1,273.1	\$7,890.4

MTA NEW YORK CITY TRANSIT SUBSIDY ALLOCATION
July Financial Plan - 2018 Mid-Year Forecast
Cash Basis
(\$ in millions)

Cash Subsidies

Dedicated Taxes

Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$0.0	\$0.0	\$0.0	\$0.0	\$108.9	\$111.5	\$100.5	\$105.7	\$99.3	\$133.4	\$149.1	\$327.5	\$1,136.0
Petroleum Business Tax (PBT)	50.2	41.9	38.3	46.6	40.3	40.8	57.0	43.1	38.9	52.7	38.9	42.1	530.8
Urban Tax	<u>43.0</u>	<u>51.4</u>	<u>46.5</u>	<u>61.2</u>	<u>68.7</u>	<u>58.8</u>	<u>46.3</u>	<u>46.3</u>	<u>46.3</u>	<u>46.3</u>	<u>46.3</u>	<u>46.3</u>	<u>607.4</u>
	\$93.2	\$93.3	\$84.8	\$107.8	\$218.0	\$211.2	\$203.8	\$195.1	\$184.5	\$232.3	\$234.3	\$416.0	\$2,274.2

New State Taxes and Fees

Payroll Mobility Tax (PMT)	\$69.2	\$100.2	\$33.4	\$64.4	\$64.6	\$53.0	\$49.5	\$56.3	\$52.5	\$49.5	\$58.1	\$77.3	\$728.0
Payroll Mobility Tax Replacement Funds	0.0	0.0	0.0	0.0	35.3	0.0	35.3	0.0	35.3	0.0	35.3	35.3	176.5
MTA Aid	<u>0.0</u>	<u>0.0</u>	<u>28.9</u>	<u>0.0</u>	<u>0.0</u>	<u>57.8</u>	<u>0.0</u>	<u>0.0</u>	<u>66.1</u>	<u>0.0</u>	<u>0.0</u>	<u>66.1</u>	<u>218.9</u>
	\$69.2	\$100.2	\$62.3	\$64.4	\$99.9	\$110.8	\$84.8	\$56.3	\$153.9	\$49.5	\$93.4	\$178.7	\$1,123.5

New Funding Sources

NYS Operating Support for SAP	\$0.0	\$0.0	\$0.0	\$46.4	\$46.4	\$46.4	\$46.4	\$46.4	\$21.8	\$0.0	\$0.0	\$0.0	\$254.0
NYC Operating Support for SAP	0.0	0.0	0.0	0.0	0.0	69.7	69.7	69.7	45.0	0.0	0.0	0.0	254.0
NYC Transportation Assistance Fund	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$0.0	\$0.0	\$0.0	\$46.4	\$46.4	\$116.1	\$116.1	\$116.1	\$66.8	\$0.0	\$0.0	\$0.0	\$508.0

State and Local Subsidies

State Operating Assistance	\$0.0	\$0.0	\$0.0	\$0.0	\$39.5	\$0.0	\$0.0	\$39.5	\$0.0	\$0.0	\$39.5	\$39.5	\$158.1
Local Operating Assistance	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>123.1</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>35.0</u>	<u>158.1</u>
	\$0.0	\$0.0	\$0.0	\$0.0	\$39.5	\$0.0	\$123.1	\$39.5	\$0.0	\$0.0	\$39.5	\$74.5	\$316.2

Other Subsidy Adjustments

NYCT Charge Back of MTA Bus Debt Service	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$11.5)	\$0.0	\$0.0	\$0.0	(\$11.5)
953471 - Forward Energy Contracts Program - Gain/(Loss)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.8	9.8
Committed to Capital Program Contributions	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(139.5)	(139.5)
Drawdown of GASB 45 OPEB Reserves	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>59.2</u>	<u>59.2</u>
	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$11.5)	\$0.0	\$0.0	(\$70.5)	(\$82.0)

Total Dedicated Taxes & State and Local Subsidies

	\$162.4	\$193.4	\$147.1	\$218.7	\$403.9	\$438.1	\$527.9	\$407.0	\$393.7	\$281.8	\$367.2	\$598.7	\$4,139.9
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Inter-agency Subsidy Transactions

B&T Operating Surplus Transfer	<u>\$0.0</u>	<u>\$61.9</u>	<u>\$14.0</u>	<u>\$20.6</u>	<u>\$26.3</u>	<u>\$32.5</u>	<u>\$19.6</u>	<u>\$17.8</u>	<u>\$20.2</u>	<u>\$11.3</u>	<u>\$15.5</u>	<u>\$14.1</u>	<u>\$253.9</u>
	\$0.0	\$61.9	\$14.0	\$20.6	\$26.3	\$32.5	\$19.6	\$17.8	\$20.2	\$11.3	\$15.5	\$14.1	\$253.9

GROSS SUBSIDIES

	\$162.4	\$255.4	\$161.1	\$239.3	\$430.2	\$470.6	\$547.5	\$424.9	\$413.9	\$293.2	\$382.7	\$612.8	\$4,393.8
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MTA COMMUTER RAILROADS SUBSIDY ALLOCATION
July Financial Plan - 2018 Mid-Year Forecast

Cash Basis
(\$ in millions)

Cash Subsidies

Dedicated Taxes

Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$0.0	\$0.0	\$0.0	\$0.0	\$52.8	\$54.1	\$48.7	\$51.3	\$47.8	\$64.2	\$71.7	\$155.9	\$546.5
Petroleum Business Tax (PBT)	8.9	7.4	6.8	8.2	7.1	7.2	10.1	7.6	6.9	9.3	6.9	7.4	93.7
Other Investment Income	<u>0.0</u>	<u>0.0</u>	<u>0.3</u>	<u>0.0</u>	<u>0.0</u>	<u>0.3</u>	<u>0.0</u>	<u>0.0</u>	<u>0.3</u>	<u>0.0</u>	<u>0.0</u>	<u>0.3</u>	<u>1.2</u>
	\$8.9	\$7.4	\$7.1	\$8.2	\$59.9	\$61.6	\$58.8	\$58.9	\$54.9	\$73.5	\$78.6	\$163.6	\$641.4

New State Taxes and Fees

Payroll Mobility Tax (PMT)	\$26.5	\$38.5	\$12.8	\$24.7	\$24.8	\$20.4	\$19.0	\$21.6	\$20.2	\$19.0	\$22.3	\$29.7	\$279.5
Payroll Mobility Tax Replacement Funds	0.0	0.0	0.0	0.0	13.6	0.0	13.6	0.0	13.6	0.0	13.6	13.6	67.8
MTA Aid	<u>0.0</u>	<u>0.0</u>	<u>11.1</u>	<u>0.0</u>	<u>0.0</u>	<u>22.2</u>	<u>0.0</u>	<u>0.0</u>	<u>25.4</u>	<u>0.0</u>	<u>0.0</u>	<u>25.4</u>	<u>84.1</u>
	\$26.5	\$38.5	\$23.9	\$24.7	\$38.4	\$42.6	\$32.6	\$21.6	\$59.1	\$19.0	\$35.9	\$68.6	\$431.3

State and Local Subsidies

State Operating Assistance	\$0.0	\$0.0	\$0.0	\$0.0	\$7.3	\$0.0	\$0.0	\$7.3	\$0.0	\$0.0	\$7.3	\$7.3	\$29.3
Local Operating Assistance	5.0	1.9	0.0	4.9	2.3	2.0	3.4	0.0	4.3	0.0	0.0	5.5	29.3
Station Maintenance	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>78.6</u>	<u>0.0</u>	<u>90.1</u>	<u>0.0</u>	<u>0.0</u>	<u>168.7</u>
	\$5.0	\$1.9	\$0.0	\$4.9	\$9.7	\$2.0	\$3.4	\$85.9	\$4.3	\$90.1	\$7.3	\$12.8	\$227.2

Other Funding Agreements

CDOT Subsidy	<u>\$16.6</u>	<u>\$12.3</u>	<u>\$13.8</u>	<u>\$9.2</u>	<u>\$10.2</u>	<u>\$9.4</u>	<u>\$9.9</u>	<u>\$3.9</u>	<u>\$10.0</u>	<u>\$9.8</u>	<u>\$8.2</u>	<u>\$3.6</u>	<u>\$116.8</u>
	\$16.6	\$12.3	\$13.8	\$9.2	\$10.2	\$9.4	\$9.9	\$3.9	\$10.0	\$9.8	\$8.2	\$3.6	\$116.8

Subsidy Adjustments

953471 - Forward Energy Contracts Program - Gain/(Loss)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4.2	\$4.2
MNR Repayment of 525 North Broadway	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(2.4)	(2.4)
Committed to Capital Program Contributions	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.7	100.7
Drawdown of GASB 45 OPEB Reserves	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>73.6</u>	<u>73.6</u>
	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$176.1	\$176.1

Total Dedicated Taxes & State and Local Subsidies

	\$57.0	\$60.1	\$44.7	\$47.0	\$118.2	\$115.6	\$104.6	\$170.3	\$128.3	\$192.3	\$129.9	\$424.7	\$1,592.7
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Inter-agency Subsidy Transactions

B&T Operating Surplus Transfer	<u>\$0.0</u>	<u>\$92.6</u>	<u>\$22.9</u>	<u>\$29.6</u>	<u>\$35.3</u>	<u>\$41.4</u>	<u>\$28.4</u>	<u>\$26.6</u>	<u>\$29.0</u>	<u>\$20.1</u>	<u>\$24.3</u>	<u>\$32.0</u>	<u>\$382.3</u>
	\$0.0	\$92.6	\$22.9	\$29.6	\$35.3	\$41.4	\$28.4	\$26.6	\$29.0	\$20.1	\$24.3	\$32.0	\$382.3

GROSS SUBSIDIES

	\$57.0	\$152.7	\$67.6	\$76.6	\$153.4	\$156.9	\$133.0	\$196.9	\$157.4	\$212.5	\$154.2	\$456.8	\$1,975.0
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MTA STATEN ISLAND RAILWAY SUBSIDY ALLOCATION
July Financial Plan - 2018 Mid-Year Forecast
Cash Basis
(\$ in millions)

Cash Subsidies

Dedicated Taxes

Metropolitan Mass Transportation Operating Assistance (MMTOA)	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.4</u>	<u>\$0.4</u>	<u>\$0.4</u>	<u>\$0.4</u>	<u>\$0.4</u>	<u>\$0.5</u>	<u>\$0.5</u>	<u>\$1.2</u>	<u>\$4.1</u>
	\$0.0	\$0.0	\$0.0	\$0.0	\$0.4	\$0.4	\$0.4	\$0.4	\$0.4	\$0.5	\$0.5	\$1.2	\$4.1

State and Local Subsidies

State Operating Assistance	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1	\$0.0	\$0.0	\$0.1	\$0.0	\$0.0	\$0.1	\$0.1	\$0.6
Local Operating Assistance	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.6
	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1	\$0.0	\$0.6	\$0.1	\$0.0	\$58.5	\$0.1	\$0.1	\$59.7
Total Dedicated Taxes & State and Local Subsidies	\$0.0	\$0.0	\$0.0	\$0.0	\$0.5	\$0.4	\$0.9	\$0.5	\$0.4	\$59.0	\$0.7	\$1.3	\$63.7
City Subsidy for SIRTOA	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$58.5	\$0.0	\$0.0	\$58.5
GROSS SUBSIDIES	\$0.0	\$0.0	\$0.0	\$0.0	\$0.5	\$0.4	\$0.9	\$0.5	\$0.4	\$117.5	\$0.7	\$1.3	\$122.3

MTA HEADQUARTERS SUBSIDY ALLOCATION
July Financial Plan 2018 - 2018
Cash Basis
(\$ in Millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YearTotal
Net Funding Required for MTA Headquarters	(\$64.1)	(\$51.7)	(\$70.0)	(\$49.3)	(\$65.6)	(\$84.2)	(\$60.4)	(\$58.9)	(\$78.8)	(\$65.7)	(\$68.2)	(\$58.2)	(\$777.2)
<u>Mortgage Recording Tax -1</u>													
MRT-1 Gross Receipts	\$25.1	\$28.0	\$21.0	\$22.6	\$24.9	\$29.3	\$27.6	\$27.6	\$27.6	\$27.6	\$27.6	\$27.6	\$316.4
<u>Adjustments to MRT -1</u>													
Diversion of MRT to Suburban Highway	\$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
Total Adjustments to MRT-1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$32.8	\$31.3	\$51.2	\$38.2	\$40.6	\$30.7	\$0.0
Total MRT-1 Available to Fund MTA HQ	\$25.1	\$28.0	\$21.0	\$22.6	\$24.9	\$29.3	\$60.4	\$58.9	\$78.8	\$65.7	\$68.2	\$58.2	\$316.4
Remaining Requirement to Fund MTA HQ, after MRT-1	(\$39.0)	(\$23.6)	(\$49.0)	(\$26.7)	(\$40.7)	(\$54.9)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$460.8)
<u>Mortgage Recording Tax -2</u>													
MRT-2 Gross Receipts	\$11.0	\$11.5	\$9.3	\$10.2	\$9.8	\$11.2	\$12.1	\$12.1	\$12.1	\$12.1	\$12.1	\$12.1	\$135.4
<u>Adjustments to MRT - 2</u>													
Funding of General Reserve	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$160.0)	(\$160.0)
MTA Bus Debt Service	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(23.8)	(23.8)
Reimburse Agency Security Costs	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(10.0)	(10.0)
MRT Transfer To Suburban Counties	0.0	0.0	(1.2)	0.0	0.0	(1.2)	0.0	0.0	(1.2)	0.0	0.0	(1.2)	(4.9)
Interest	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.3	5.3
Total Adjustments to MRT-2	\$0.0	\$0.0	(\$1.2)	\$0.0	\$0.0	(\$1.2)	\$0.0	\$0.0	(\$1.2)	\$0.0	\$0.0	(\$189.7)	(\$193.4)
Total MRT-2 Available to Fund MTAHQ	\$11.0	\$11.5	\$8.1	\$10.2	\$9.8	\$9.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$58.1)
Remaining Requirement to Fund MTA HQ, after MRT-2	(\$28.0)	(\$12.1)	(\$40.9)	(\$16.5)	(\$30.9)	(\$44.9)	\$12.1	\$12.1	\$10.8	\$12.1	\$12.1	(\$177.7)	(\$518.9)
Payroll Mobility Tax for Fund Unallocated MRT-2 Receipts	\$28.0	\$12.1	\$40.9	\$16.5	\$30.9	\$44.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$518.9

MTA BUS COMPANY SUBSIDY ALLOCATION
July Financial Plan 2018 Cash Basis
(\$ in millions)

Cash Subsidies

City Subsidy for MTA Bus

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YearTotal
\$18.5	\$18.5	\$18.5	\$18.5	\$77.8	\$79.5	\$18.5	\$18.5	\$18.5	\$78.1	\$18.5	\$137.3	\$520.7

September 2018
MTA REAL ESTATE
FINANCE COMMITTEE AGENDA ITEMS

1. ACTION ITEMS

MTA LONG ISLAND RAIL ROAD

- a. Expansion of Permanent Easement to Suffolk County for LIRR Right-of-Way at County Road 16/Horseblock Road in the Town of Brookhaven
- b. License Agreement with New York State Department of Agriculture and Markets d/b/a Taste New York for Carts and Storage Space at Penn Station

MTA METRO-NORTH RAILROAD

- c. Lease Agreements with New York State Department of Transportation for bus stops with passenger shelters at Metro-North's stations located at Tarrytown, Spring Valley and Suffern.
- d. License Agreement with the Village of Irvington, for the operation and maintenance of a sidewalk along Hudson Road West at the Ardsley-On-Hudson Station

METROPOLITAN TRANSPORTATION AUTHORITY

- e. Renewal of Lease for MTA Business Services Center at 333 West 34th Street, New York, NY
- f. Amendment of the Board-approved Real Estate Department All-Agency Policy on Pilot Program Agreements

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. Lease with DG Flatbush, 1560 Properties LLC, IL Vermilyea LLC (as Tenants in Common) for Buses Swing Room
- f. JIN CT LLC with License for Parking in Stamford, Connecticut
- g. Permit with Town of Cortlandt, for use of a portion of Metro-North's Cortlandt Station parking facility
- h. License Agreement with Bedford Mosholu Community Association for gardening purposes at Metro-North's Botanical Garden Station in the Bronx, NY

- i. Entry permit with the National September 11th Memorial and Museum at World Trade Center Foundation, Inc., for parking at the Battery Parking Garage for the 17th Anniversary of 9/11/01
- j. Short Term Permit for use of Parking Spaces at the Harriman Station
- k. License with South Brooklyn Railway Company for Environmental and Geotechnical Testing in Sunset Park, Brooklyn, NY

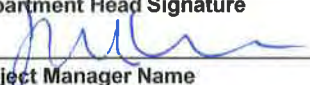
Legal Name	Popular Name	Abbreviation
New York City Transit Authority	MTA New York City Transit	NYC Transit
The Long Island Rail Road Company	MTA Long Island Rail Road	LIRR
Metro-North Commuter Railroad Company	MTA Metro-North Railroad	MNR
Triborough Bridge and Tunnel Authority	MTA Bridges and Tunnels	MTA B&T
MTA Capital Construction Company	MTA Capital Construction	MTACC
MTA Bus Company	MTA Bus Company	MTA Bus

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

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

MTA LONG ISLAND RAIL ROAD

Staff Summary

Subject EXPANSION OF EXISTING PERMANENT EASEMENT
Department REAL ESTATE
Department Head Name JOHN N. LIEBER
Department Head Signature 
Project Manager Name DORRIE MASSARIA

Date SEPTEMBER 24, 2018
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	9/24/18	X		
2	Board	9/26/18	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")

GRANTEE: County of Suffolk ("Suffolk")

LOCATION: LIRR right-of-way under County Road 16, Southwest Corner of Long Island Avenue and Americas Avenue, Medford, Town of Brookhaven, Suffolk County, New York

ACTIVITY: Expansion of an existing permanent easement

ACTION REQUESTED: Approval to grant the expansion of the existing permanent easement in support of a roadway expansion

TERM: In perpetuity

SPACE: 5,407 sf

COMPENSATION: \$9,000

COMMENTS:

The LIRR was approached by Suffolk County to grant an additional easement of LIRR's right-of-way beneath County Road 16 in the Town of Brookhaven. The original easement was granted to Suffolk in 1938 to allow for the construction of an elevated roadway to eliminate a grade crossing. The easement permitted the installation of structural supports for the roadway on LIRR right-of-way and its subsequent repair and maintenance.

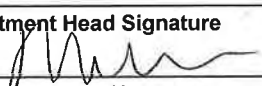
The roadway will now be demolished and a new, wider roadway constructed. The widening requires additional supports and an additional 5,407 square feet of LIRR right of way. An appraisal by an independent appraiser determined the fair market value of the additional easement to be \$9,000.

Granting the additional easement via negotiation complies with New York Public Authorities Law §§2895-2897 because, although there was no competitive bidding involved, the fair market value of the additional easement does not exceed \$15,000.00, and the LIRR is receiving the fair market value of the additional easement as compensation.

Based on the foregoing, MTA Real Estate requests authorization for LIRR to expand the permanent easement to Suffolk on the above described terms and conditions.

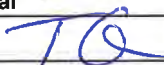


Staff Summary



Subject EXTENSION OF TERM – NYS DEPT. OF AGRICULTURE
Department REAL ESTATE
Department Head Name JOHN N. LIEBER
Department Head Signature 
Project/Manager Name DORRIE MASSARIA

Date SEPTEMBER 24, 2018
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	9/24/18	X		
2	Board	9/26/18	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")

LICENSEE: New York State Department of Agriculture and Markets, under the brand "Taste New York"

LOCATION: West End Concourse and Space # 5 on the Connecting Corridor on Level A at Penn Station

ACTIVITY: Extension of an existing license to provide commissary cart service

ACTION REQUESTED: Authorization to to extend existing license

TERM: Five months

COMPENSATION: 50% of gross sales, minus permitted revenue exclusions

COMMENTS:

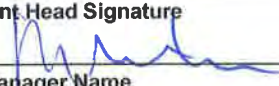
In July of 2017, MTA Real Estate entered into an agreement with the New York State Department of Agriculture and Markets to operate commissary carts at Penn Station. The carts, dispensing beverages and pre-packaged food, were placed on the West End Concourse. Under the agreement, storage space was also provided on the LIRR's Connecting Corridor on Level A in Penn Station. The occupancy is operated under the Taste New York brand.

Per MTA Board Policy #30, MTA Real Estate is authorized to enter into licenses to test new ideas for generating revenue or providing customer amenities. The policy allows for a term of up to 14 months. This occupancy was entered into pursuant to that policy. Taste New York has indicated a desire to remain beyond the 14 month term for an additional 5 months.

MTA Real Estate requests authorization to extend the term of the Taste New York pilot program to be co-terminus with the other LIRR tenants on Level A in Penn Station.




MTA METRO NORTH RAILROAD

Staff Summary

Subject LEASE AGREEMENT WITH NYSDOT FOR BUS SHELTERS IN SPRING VALLEY, SUFFERN AND TARRYTOWN
Department REAL ESTATE
Department Head Name JOHN N. LIEBER
Department Head Signature 
Project Manager Name ALICIA BIGGS

Date SEPTEMBER 24, 2018
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	9/24/18	X		
2	Board	9/26/18	X		

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

AGENCY: MTA Metro-North Railroad ("Metro-North") and Metropolitan Transportation Authority ("MTA")

LESSEE: New York State Department of Transportation ("NYSDOT")

LOCATION: Spring Valley Transit Center; Hallett Place and Chestnut Street in Suffern; and Tarrytown Station (collectively the "Premises")

ACTIVITY: Operation and maintenance of bus shelters at 3 Metro-North stations

ACTION REQUESTED: Authorization to enter into lease agreements

TERM: Twenty Years with four, 5-year renewal options

PARCELS: 1) Spring Valley Transit Center – 2,828± square feet
2) Suffern – 591± square feet
3) Tarrytown Station – 697± square feet

COMPENSATION: \$1, payment waived

COMMENTS:

In an effort to enhance the region's transportation options and to improve transit access between Rockland and Westchester Counties, the New York State Department of Transportation ("NYSDOT") in connection with the Lower Hudson Transit Link ("LHTL") bus service project has identified three locations at Metro-North train stations for the placement of LHTL bus stops. Metro-North and the MTA support the LHTL project as it benefits its customers and the Hudson Valley region as a whole.

NYSDOT has proposed LHTL bus stops at the Spring Valley and Suffern stations (Rockland County) as well as at the Tarrytown station (Westchester County) and is seeking a lease for each bus shelter location. NYSDOT has installed new improved bus shelters at each of the locations. The maintenance of LHTL bus stops and shelters will be performed by a third-party operator engaged by NYSDOT. The operator is required to provide the appropriate insurance coverages and will have indemnification obligations benefiting Metro-North and the MTA pursuant to both the operator's agreement with NYSDOT and separate agreements with Metro-North.

Staff Summary

FINANCE COMMITTEE MEETING

LEASE AGREEMENT WITH NYSDOT FOR BUS SHELTERS IN SPRING VALLEY, SUFFERN AND TARRYTOWN (Cont'd.)

Page 2 of 2

An independent appraisal estimated the value of the leaseholds being granted as follows: Spring Valley Transit Center: \$1,275 per year; Suffern: \$400 per year; and Tarrytown: \$475 per year. At these valuations, the Public Authorities Accountability Act ("PAAA") permits direct negotiations of leases without an RFP process.

Furthermore, given the low monetary value of the leasehold interests being granted and the high value to the Hudson Valley in general and public transportation customers, no compensation is recommended. The PAAA permits entering into a lease for below fair market value when the lessee is a public entity and the use of the premises will remain with the public entity over the course of the term of lease which will be the case for each of the subject leases.

Based on the foregoing, MTA Real Estate requests authorization for Metro-North or the MTA, as applicable, to enter into lease agreements with NYSDOT on the above-described terms and conditions.

Staff Summary



Subject LONG TERM LICENSE AGREEMENT WITH THE VILLAGE OF IRVINGTON
Department REAL ESTATE
Department Head Name JOHN N. LIEBER
Department Head Signature 
Project Manager Name PAUL M. FITZPATRICK

Date SEPTEMBER 24, 2018
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	9/24/18	X		
2	Board	9/26/18	X		

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

AGENCY: MTA Metro-North Railroad ("Metro-North") and Metropolitan Transportation Authority ("MTA")

LICENSEE: The Village of Irvington (the "Village")

LOCATIONS: Two parcels, both south of the Ardsley-On-Hudson Station (Hudson Line) (the "Station"), immediately adjacent to Hudson Road West, and east of the outbound track, Westchester County Tax Maps Section 2.160, Block 69, (i) part of Lot 8 (351± square feet) and (ii) part of Lot 6 (52± square feet), totaling 403± square feet

ACTIVITY: Long-term License for the operation, maintenance and repair of a sidewalk

ACTION REQUESTED: Authorization to enter into a long term License Agreement

TERM: 256 years, to expire February 26, 2274 unless purchase option is exercised sooner

COMPENSATION: \$2,950.00

COMMENTS:

The Village of Irvington, jointly with Mercy College (the "College"), is developing a sidewalk beginning south of the Ardsley-On-Hudson Station, and proceeding southerly to connect with an existing walkway on the College campus (the "Project"). The Project runs along Hudson Road West, which currently includes parking and vehicular and pedestrian traffic. The current conditions will be improved by the redirection of pedestrian traffic off of Hudson Road West, onto the new sidewalk between the Station and the College. Metro-North's customers, Village residents, Mercy College students, administrators and employees, and the general public will benefit from the safety and utility provided by the sidewalk to be constructed as part of the Project.

The majority of the land for the planned sidewalk either belongs to the Village or the College. Through a survey, the Village identified the Locations as MTA property. These two small parcels are needed to complete the sidewalk, as designed. The Village requested an easement at no cost for these areas that represent a minimal but necessary portion of the overall Project.

Since the MTA's interest in the Harlem and Hudson lines is a leasehold, MTA cannot convey a superior property interest, including an easement. Therefore, the License Agreement is in the form of a long-term license (which was treated as though it is an easement under the Guidelines for Disposition) for unimproved land to be used by the Village (as Licensee), for sidewalk purposes only.

Staff Summary

FINANCE COMMITTEE MEETING



Metropolitan Transportation Authority

LONG TERM LICENSE AGREEMENT WITH THE VILLAGE OF IRVINGTON (Cont'd.)

Page 2 of 2

An independent appraisal obtained by MTA Real Estate determined that the aggregate value of the Locations being licensed on a long-term basis to the Village is \$5,600.00. The Village has agreed to reimburse MTA for the cost of obtaining the appraisal, which was \$2,950.00. Metro-North has therefore agreed to reduce the compensation to \$2,950.00.

Entering into the License Agreement via negotiations complies with New York Public Authorities Law §§2895-2897 because, although there was no competitive bidding involved, the fair market value of the property does not exceed \$15,000.00, the disposition is to a government entity, and the terms of the License Agreement require the property to remain with such government entity.

A separate construction permit will be issued by Metro-North for the construction of the sidewalk.


The Village will be responsible for the operation and maintenance of the sidewalk and will indemnify Metro-North, the MTA and other required parties. The Village will also provide insurance in accordance with the specifications of MTA Risk Management.

Based on the foregoing, MTA Real Estate requests authorization for the MTA and Metro-North to enter into a long term License Agreement with the Village of Irvington on the above-described terms and conditions.

METROPOLITAN TRANSPORTATION AUTHORITY



Staff Summary



Subject RENEWAL OF BSC LEASE AT 333 W. 34TH STREET
Department REAL ESTATE
Department Head Name JOHN N. LIEBER
Department Head Signature 
Project Manager Name ANDREW GREENBERG

Date SEPTEMBER 24, 2018
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	9/24/18	X		
2	Board	9/26/18	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 MTA Business Services Center ("BSC"))

LICENSOR: BPREP 333 W 34th LLC ("Landlord")

LOCATION: 333 West 34th Street, New York, NY

ACTIVITY: Office space lease extension for the BSC

ACTION REQUESTED: Approval of terms

TERM: Approximately 15 years 11 Months from January 23, 2021 until December 22, 2037.

SPACE: Entire 8, 9, 10th floors and portion of 7th floor consisting of approximately 113,922 rentable square feet ("RSF")

COMPENSATION:

	Rent/RSF	Annual Rent
Rent Commencement - 5 th anniversary of Rent Commencement	\$69.50	\$7,917,579.00
5 th Anniversary of Rent Commencement – 10 th Anniversary of Rent Commencement	\$76.50	\$8,715,033.00
10 th Anniversary of Rent Commencement – Expiration	\$83.50	\$9,512,487.00

Note: These rents do not reflect the reduction for the real estate tax portion due to our exemption. Currently we are saving \$10.83 per square foot by not paying taxes within the rental figure.

COMP LEASE COMMENCEMENT:

The renewal term commences January 23, 2021

RENT COMMENCEMENT:

Eleven (11) months from January 23, 2021

Staff Summary

FINANCE COMMITTEE MEETING

RENEWAL OF BSC LEASE AT 333 W. 34TH STREET (Cont'd)

Page 2 of 4

RENEWAL OPTIONS:	None
EXPANSION OPTIONS:	None
REAL PROPERTY TAX ESCALATION:	The building is currently operated as a commercial condominium and the MTA is responsible to pay all real estate taxes billed to the tax lot(s) it occupies. Since the condominium tax lot(s) the MTA occupies are tax exempt, the MTA does not pay any real estate taxes.
OPERATING EXPENSE ESCALATION:	Effective January 23, 2021 the operating expense escalation base year will become calendar 2021; tenant will continue to pay its proportionate share of increases in operating expenses over a this revised base year.
UTILITIES:	Per existing lease. Tenant will be responsible for the cost of electricity via submeter, at landlord's actual cost with no markup. All other utilities are included in base rent.
SERVICES:	Per the existing lease, cleaning, HVAC service, building security and building messenger center operations will be performed by the Landlord and included in base rent. The Landlord will provide access to its emergency generator at BSC's apportionment share of associated actual costs and expenses. Supplemental air conditioning will be provided at a cost of \$400 per ton per year. If so requested, the Landlord will provide future alterations and improvements at tenants cost, plus a 7% construction management fee.
TENANT IMPROVEMENT ALLOWANCE:	Effective January 23, 2021, the Landlord will provide \$50 per RSF for alterations and improvements to the Premises. Any unused portion of the improvement allowance can be credited against future payments of base rent as a monthly rent abatement. The Landlord will provide, at its sole cost and expense, new core bathrooms on each floor.
LANDLORD TERMINATION RIGHT:	The Landlord has a one time option to terminate the lease following the 10 th anniversary of the Rent Commencement Date with not less than 36 months notice and payment of \$1.5 million termination penalty.
MAINTENANCE AND REPAIRS:	Per the existing lease, maintenance and repair of building common areas, common building systems and all structural components of the building will be performed by the Landlord and included in base rent. BSC will be responsible for all nonstructural repairs within the Premises. The Landlord will pay for the cost to both maintain and repair the existing HVAC system.
SECURITY DEPOSIT:	None
COMMENTS:	<p>The BSC was initiated in March 2009 to consolidate and redesign key back-office functions and processes and deploy and support PeopleSoft as a common Enterprise Resource Planning platform.</p>

Staff Summary

FINANCE COMMITTEE MEETING

RENEWAL OF BSC LEASE AT 333 W. 34TH STREET (Cont'd.)



Today, the BSC's scope of services includes:

- Payroll
- Human Resource Transactional Processing
- Benefit Administration
- General Finance, Accounts Payable, Accounts Receivable
- Procurement
- Document Management Operations
- Employee Call Center
- Procurement
- IT Operations in support of the MTA ERP PeopleSoft application.

On behalf of the MTA Agencies, the BSC provides services to:

- 73,000 Employees
- 48,000 Retirees
- 143,000 Dependents
- 16,000 Vendors

The 34th Street location has been instrumental in attracting and retaining the talent required to support a highly specialized and technical professional (20%) and production (80%) workforce from across the Tri-State geography.

The BSC occupies 113,922 square feet of rentable space (which includes a current market value loss factor), which was initially designed to accommodate 450 people. Two of the four occupied floors, or approximately 60,000 rentable square feet, have been densified through the use of efficient furniture systems and maximization of available floor space to accommodate the current workforce of 567. A planned further densification of the remaining approximately 54,000 square feet would accommodate an additional 48 seats.

The current lease was entered into in February, 2010 (see attached Staff Summary); it expires in February, 2021. Its terms provide for two five year options at 98% of fair market value. Exercising of the first of those two options would have to be done by August, 2019. It was anticipated that extending the term through the option mechanism would result in a much higher rental given the projected further development of the nearby Hudson Yards district. The Hudson Yards district in Manhattan has become a sought after primary office market in Midtown Manhattan and, due to its close proximity, the Penn Plaza district has realized significant rent growth.

The decision was made to test the market now in hopes of securing a long term commitment at the most competitive rent either through a renewal in place or by relocating elsewhere. Cushman & Wakefield, Inc., the MTA's exclusive broker, was tasked to evaluate the real estate marketplace allowing for sufficient time to plan and construct new offices if there were better, cost-effective alternatives to renewing the existing lease. Cushman & Wakefield prepared an initial survey of the NYC real estate market including locations in the Bronx, Long Island City, Brooklyn and Downtown Manhattan with emphasis on the following factors:

- transportation alternatives
- building and design efficiencies
- cost of construction and replacing furniture, fixtures and equipment
- a landlord's willingness to provide BSC with its own tax lot to realize real estate tax savings
- employee retention concerns based on commutation studies

Twenty-four potential relocation sites were initially identified, 8 buildings were toured, 5 buildings were short listed for negotiations, and a final short list of 3 locations - 1 Pierrepont Plaza in Brooklyn, 55 Water Street in Lower Manhattan and a renewal in place at 333 West 34th Street - were evaluated with best and final proposals requested.

The current BSC Landlord has proposed a long term deal which includes 11 months of free rent, a reset of the base real estate tax rent reduction and sufficient funding to modernize the offices. Under the existing agreement with this Landlord, if MTA were to exercise its initial 5 year renewal option, the renewal terms would reflect those appropriate for a 5 year transaction without the significant free rent or funding for needed office modernization.

Staff Summary

FINANCE COMMITTEE MEETING

RENEWAL OF BSC LEASE AT 333 W. 34TH STREET (Cont'd.)



After considering the 3 finalist locations, a financial analysis determined that the up-front capital costs and the unknown potential expenses associated with a relocation, offset the higher rental cost of the proposed equivalent long term lease renewal. BSC, MTA Real Estate, and MTA senior leadership viewed this alternative as the most cost effective and operationally efficient solution, resulting in the least amount of up-front capital outlay. Critical to this decision was BSC's commitment to remaining within this space and the ability to maintain the existing footprint.




Based on the foregoing MTA Real Estate requests authorization for the MTA to extend its existing lease on the above described terms and conditions

Staff Summary

Subject GCT RETAIL LICENSING PROGRAM
Department REAL ESTATE
Department Head Name JOHN N. LIEBER
Department Head Signature 
Project Manager Name LEAH BASSKNIGHT

Date SEPTEMBER 24, 2018
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	9/24/18	X		
2	Board	9/26/18	X		

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

By staff summary dated July 25, 2011, the MTA Board approved the attached policy #30 authorizing MTA Real Estate on an all-agency basis to enter into short term pilot programs for up to 14 months. In the years since the policy's inception, MTA Real Estate has observed that, as a practical matter, new retail concepts require more time to test the market and validate the concept feasibility. In addition, there already exists an MTA board approved policy to permit short-term licenses having a duration of not longer than 2 years to avoid spaces being vacant or going "dark" and MTA Real Estate believes that this policy #30 which would also apply to Grand Central Terminal should be made to be consistent with the 24 month duration under the existing Grand Central Terminal policy. Therefore MTA Real Estate recommends extending the pilot period to 24 months.

MTA Real Estate requests that the MTA Board adopt the resolution attached to this staff summary permitting .

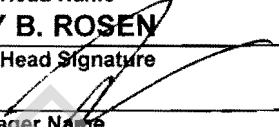
RESOLUTION
BOARD OF THE
METROPOLITAN TRANSPORTATION AUTHORITY

WHEREAS, the Real Estate Department (“RED”) of the Metropolitan Transportation Authority (“MTA”) is from time to time presented with ideas that may have potential and to generate revenue and/or provide customer amenities at concessionaire expense, RED has requested authorization to negotiate and enter into short-term pilot transactions to test such ideas, including at Grand Central Terminal, before deciding whether to continue their implementation;

NOW THEREFORE, BE IT RESOLVED that the Board of MTA hereby authorizes the MTA Director of Real Estate Transactions and Operations to negotiate and enter into pilot program license agreements with third parties for the purpose of testing business concepts and their potential to create new revenue streams and/or provide customer amenities, including at Grand Central Terminal, provided that each such pilot program agreement shall:




1. Be in a form approved by the MTA Legal Department;
2. Have an operating term of not more than 24 months and be terminable by the MTA without penalty on not more than 60 days’ notice;
3. Not be extended except with Board approval;
4. Provide the MTA with appropriate indemnifications and insurance protections;
5. Not permit more than a negligible impact on the environment absent any environmental review required under, and otherwise in compliance with applicable requirements of, the State Environmental Quality Review Act (SEQRA); and
6. Not permit material adverse impacts on station cleanliness.

Staff Summary

Subject ALL AGENCY PILOT PROGRAM POLICY
Department REAL ESTATE
Department Head Name JEFFREY B. ROSEN
Department Head Signature 
Project Manager Name Peter Lyons

Date July 25, 2011
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	7/25/11	X		
2	Board	7/27/11	X		

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

Narrative

From time to time, MTA Real Estate is presented with or originates ideas with untested potential for generating new revenue and/or providing customer amenities at the expense of concessionaires. Rather than following standard procedures for entering into long-term agreements before such ideas are tested and proved, MTA RED is requesting authorization to enter into short-term pilot program agreements, on a non-competitive basis as opportunities arise, notifying the Board after the fact via information items rather than obtaining prior approval via staff summaries.

Proceeding in this way will allow MTA Real Estate to ascertain the actual revenue-generating potential of proposed new initiatives, gauge their appeal to MTA customers, assess their sustainability, and respond more quickly than it otherwise could to opportunities as they present themselves. Currently, MTA Real Estate anticipates using this authorization to experiment with providing new customer amenities such as retail kiosks at subway entrances, coffee trucks at commuter stations that lack existing coffee concessions, specialty food trucks at busy vacation-destination stations and other "pop-up" concepts.

MTA Real Estate requests that the MTA Board adopt the resolution attached to this staff summary.

RESOLUTION

BOARD OF THE METROPOLITAN TRANSPORTATION AUTHORITY

WHEREAS, the Real Estate Department ("RED") of the Metropolitan Transportation Authority ("MTA") is from time to time presented with ideas that may have potential and to generate revenue and/or provide customer amenities at concessionaire expense, RED has requested authorization to negotiate and enter into short-term pilot transactions to test such ideas before deciding whether to continue their implementation;

NOW THEREFORE, BE IT RESOLVED that the Board of MTA hereby authorizes the MTA Director of Real Estate to negotiate and enter into pilot program license agreements with third parties for the purpose of testing business concepts and their potential to create new revenue streams and/or provide customer amenities, provided that each such pilot program agreement shall:

1. Be in a form approved by the MTA Legal Department;
2. Have an operating term of not more than 14 month and be terminable by the MTA without penalty on not more than 60 days notice;
3. Not be extended except with Board approval;
4. Provide the MTA with appropriate indemnifications and insurance protections;
5. Not permit more than a negligible impact on the environment absent any environmental review required under, and otherwise in compliance with applicable requirements of, the State Environmental Quality Review Act (SEQRA); and
6. Not permit material adverse impacts on station cleanliness.

INFORMATION ITEMS

Memorandum



Metropolitan Transportation Authority

State of New York

Date September 24, 2018
To Members of the Finance Committee
From John N. Lieber, Chief Development Officer
Re **Status of Month-to-Month Licenses for Passenger Amenities**

In June 1988 and later modified November 12, 2013, the MTA Board adopted policy #9, 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.

NEW HOLDOVER TENANTS WHOSE AGREEMENTS HAVE RECENTLY BEEN EXTENDED

PENDING A REQUEST FOR PROPOSALS

Month: September 2018

NONE TO REPORT

Memorandum



Metropolitan Transportation Authority

State of New York

Date September 24, 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 dated November 13, 2013 (Real Estate Policy #33).

For each such agreement entered into pursuant to Real Estate Policy #33, MTA Real Estate must have received at least three responsive 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

September 2018

Agency/Project Manager	Renewal/RFP Generated	Licensee	Location/Use	Term	Rental		Annual Increase	Size/Weekday Ridership	Price/SF	
NYCT Phillips	RFP	Mufazzal Hossain	110th Street/ Cathedral Parkway Station	10 Years	Year	Rent		Approximately	Year	PSF
					1	\$40,000.00	--	50 square	1	\$800.00
					2	\$41,200.00	3%	feet	2	\$824.00
					3	\$42,436.00	3%	total/13,100	3	\$848.72
					4	\$43,709.08	3%	Average	4	\$874.18
					5	\$45,020.35	3%	Weekday &	5	\$900.41
					6	\$46,370.96	3%	12,000	6	\$927.42
					7	\$47,762.09	3%	Average	7	\$955.24
					8	\$49,194.95	3%	Weekend	8	\$983.90
					9	\$50,670.80	3%	Passengers	9	\$1,013.42
					10	\$52,190.92	3%		10	\$1,043.82
List of all proposals:										
Proposer name:		NPV @ 7% discount rate:								
Mufazzal Hossain		\$316,821.05								
Sajjad Ahmad		\$178,213.30								
Syed S. Uddin		\$120,730.62								
Mohammed Hossain		\$119,665.23								

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

September 2018

Agency/Project Manager	Renewal/RFP Generated	Licensee	Location/Use	Term	Rental		Annual Increase	Size/Weekday Ridership	Price/SF	
NYCT Phillips	RFP	Jalal Ahmed	1501 Voorhies Avenue/ Sheepshead Bay Road Station	10	Year	Rent		Approximately 240 square feet total/14,477 Average Weekday & 12,300 Average Weekend Passengers	Year	PSF
					1	\$24,000.00	--	1	\$100.00	
					2	\$24,720.00	3%	2	\$103.00	
					3	\$25,461.60	3%	3	\$106.09	
					4	\$26,225.45	3%	4	\$109.27	
					5	\$27,021.21	3%	5	\$112.59	
					6	\$27,822.58	3%	6	\$115.93	
					7	\$28,657.26	3%	7	\$119.40	
					8	\$29,516.98	3%	8	\$122.99	
					9	\$30,402.49	3%	9	\$126.67	
					10	\$31,314.56	3%	10	4103.48	
List of all proposals:										
Proposer name:		NPV @ 7% discount rate:								
Jalal Ahmed		\$190,092.65								
Azhar Nadeem Khan/Huma Khan		\$94,700.96								
Mohammed Almerie		\$66,487.06								
Muhammad Afzal		\$63,362.23								
MD Kamal Hossain		\$60,209.23								

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

September 2018

Agency/Project Manager	Renewal/RFP Generated	Licensee	Location/Use	Term	Rental		Annual Increase	Size/Weekday Ridership	Price/SF	
NYCT Phillips	RFP	Jalal Ahmed	1494 Sheepshead Bay Road// Sheepshead Bay Road Station	10 Years	Year	Rent		Approximately	Year	PSF
					1	\$66,000.00	--	460 square	1	\$143.48
					2	\$67,980.00	3%	feet	2	\$147.78
					3	\$70,019.40	3%	total/14,477	3	\$152.22
					4	\$72,119.98	3%	Average	4	\$156.78
					5	\$74,283.58	3%	Weekday &	5	\$161.48
					6	\$76,512.09	3%	12,300	6	\$166.33
					7	\$78,807.45	3%	Average	7	\$171.32
					8	\$81,171.67	3%	Weekend	8	\$176.46
					9	\$83,606.82	3%	Passengers	9	\$181.75
					10	\$86,115.02	3%		10	\$187.21
List of all proposals:										
Proposer name:		NPV @ 7% discount rate:								
Jalal Ahmed		\$522,754.73								
Muhammad Afzal		\$427,705.55								
Azhar Nadeem Khan/Huma Khan		\$355,277.35								
Mohammed Almerie		\$273,830.84								
MD Kamal Hossain		\$228,769.22								
Sergey Yassiyevich		\$209,081.32								

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

September, 2018

Agency/Project Manager	Renewal/RFP Generated	Lessee	Location/Use	Term	Rental		Annual Increase	Size/Weekday Ridership	Price/SF	
NYCT/A. Espinoza	RFP	Sultana Parvin (or entity to be formed)	Chambers Street, 8 th Ave Line / newsstand	10 Years	Year	Rent		70 square feet / 55,038 passengers	Year	PSF
					1	\$14,400.00	--		1	\$205.71
					2	\$14,400.00	0%		2	\$205.71
					3	\$14,400.00	0%		3	\$205.71
					4	\$14,400.00	0%		4	\$205.71
					5	\$14,400.00	0%		5	\$205.71
					6	\$14,400.00	0%		6	\$205.71
					7	\$14,400.00	0%		7	\$205.71
					8	\$14,400.00	0%		8	\$205.71
					9	\$14,400.00	0%		9	\$205.71
					10	\$14,400.00	0%	10	\$205.71	
List of all proposals:										
Proposer name:		NPV @ 7% discount rate:								
Sultana Parvin		\$101,140								
Md Shahinur Islam		\$87,206								
Syed Shobab Uddin		\$49,892								

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

September, 2018

Agency/Project Manager	Renewal/RFP Generated	Lessee	Location/Use	Term	Rental		Annual Increase	Size/Weekday Ridership	Price/SF	
NYCT/A. Espinoza	RFP	Mohd Chowdhury (or entity to be formed)	Prince Street / newsstand	10 Years	Year	Rent		33 square feet / 15,424 passengers	Year	PSF
					1	\$21,600.00	--		1	\$654.55
					2	\$22,248.00	3%		2	\$674.18
					3	\$22,915.00	3%		3	\$694.39
					4	\$23,602.00	3%		4	\$715.21
					5	\$24,310.00	3%		5	\$736.67
					6	\$25,039.00	3%		6	\$758.76
					7	\$25,790.00	3%		7	\$781.52
					8	\$26,564.00	3%		8	\$804.97
					9	\$27,351.00	3%		9	\$828.82
					10	\$28,172.00	3%	10	\$853.70	
List of all proposals:										
Proposer name:		NPV @ 7% discount rate:								
Mohd Chowdhury		\$171,067								
Md Kamal Hossain		\$119,665								
Syed Shobab Uddin		\$94,701								
Shahinur Islam		\$45,065								
Sultana Parvin		\$35,760								

Memorandum



Metropolitan Transportation Authority

State of New York

Date September 24, 2018
To Members of the Finance Committee
From John N. Lieber, Chief Development Officer
Re **GCT's Vanderbilt Hall Events Forecast**

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

2018 Vanderbilt Hall Events – September and October				
Event	Date	Description	Space	Use
Brooks Brothers	August 3 - September 6, 2018	Brooks Brothers exhibit celebrating their 200th anniversary. Event open to the public through September 5	Vanderbilt Hall	Public
Private Event	September 7, 2018	A full-hall private event with the use of Great Northern Food Hall	Vanderbilt Hall	Private
GCT Anniversary Exhibit	September 23 - October 5, 2018	An exhibit that tells the story of Grand Central, from the Supreme Court's decision to uphold the landmark status 40 years ago, to the revitalization 20 years ago. Produced by JLL in partnership with the Museum of the City of New York and Municipal Art Society	Vanderbilt Hall	Public
FujiFilm	October 17 - 20, 2018	An exhibition of over 10,000 5" x 7" photographs that were submitted by amateur photographers. There will also be a space for sales and brand awareness called the Wonder Photo Shop by FujiFilm.	Vanderbilt Hall	Public
MNR Customer Service Day	October 30, 2018	Awaiting exact details	Vanderbilt Hall	Public

Memorandum



Metropolitan Transportation Authority

State of New York

Date September 24, 2018
To Members of the Finance Committee
From John N. Lieber, Chief Development Officer
Re **GCT – Graybar Passage Retail Kiosks**

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

GRAND CENTRAL TERMINAL

GRAYBAR PASSAGE RETAIL KIOSK PROGRAM

New Licensees: August 1 - October 31, 2018

Licensee	License Dates	Use	Monthly Compensation
AJS Design Studio (Gursoy Int'l.)	8/1/18 - 10/31/18	Retail sale of licensee produced handmade JEWELRY	\$3100
Ambica (Glowing Gugu)	8/1/18 - 10/31/18	Retail sale of licensee produced JEWELRY	\$3100
Cool Culinaria Corp. d/b/a Love Menu Art	8/1/18 - 10/31/18	Retail sale of licensee produced ART USING VINTAGE MENUS	\$3100
Le Fichu LLC	8/1/18 - 10/31/18	Retail sale of licensee produced ACCESSORIES	\$3100
Victoria Bekerman	8/1/18 – 10/31/18	Retail sale of licensee produced JEWELRY	\$3100
You Are Here	8/1/18 - 10/31/18	Retail sale of licensee produced PHOTOGRAPHY	\$3100

Staff Summary

Subject LEASE FOR BUSES SWING ROOM, BROOKLYN
Department REAL ESTATE
Department Head Name JOHN N. LIEBER
Department Head Signature
Project Manager Name MICHAEL DANIELS

Date SEPTEMBER 24, 2018
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	9/24/18		X	

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

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

LICENSOR: DG Flatbush LLC, 1560 Properties LLC, IL Vermilyea LLC (Tenants in Common)

LOCATION: 1351 Flatbush Avenue, Brooklyn, NY (retail store space)

ACTIVITY: Swing room for bus operators and dispatchers

SPACE: Approximately 950 square feet (retail store space)

SNOW AND
ICE REMOVAL: NYCT's responsibility

COMMENTS:

Use of the Space was approved by the Board in a Staff Summary dated June 18, 2018. At that time the snow and ice removal was erroneously indicated as a Licensor responsibility and should have been listed as a NYCT responsibility. Previously NYCT had accepted the responsibility of snow and ice removal for the storefront.

For reference, attached is the original Staff Summary dated June 18, 2018.

Based on the foregoing, MTA Real Estate will proceed on behalf of NYCT to enter into a lease on the above-described condition and earlier Board approval.

Staff Summary

Subject LEASE FOR BUSES SWING ROOM
Department REAL ESTATE
Department Head Name JOHN N. LIEBER
Department Head Signature
Project Manager Name MICHAEL DANIELS

Date SEPTEMBER 24, 2018
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	9/24/18		X	

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

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

LICENSOR: JIN CT LLC

LOCATION: 120 Viaduct Road, Stamford, Connecticut

ACTIVITY: Temporary parking spaces for 35 vehicles

SPACE: Approximately 950 square feet

RENT: \$94.00 per month, per parking space / \$3,290 per month for approx.4-months

SNOW AND
ICE REMOVAL: Metro-North's responsibility

COMMENTS:

Pursuant to Policy #34, MTA Real Estate is allowed to enter into agreements that will not be more than \$15,000 over the term. The total value of the agreement is under \$15,000.

Metro-North employees who provide maintenance services for the Metro-North New Haven Line are being temporarily displaced from their current parking area on State of Connecticut Department of Transportation property due to onsite construction. The location noted above will provide temporary parking for the employees during construction.

Based on the foregoing, MTA Real Estate will proceed on behalf of Metro-North to enter into a license on the above-described condition and Policy #34.

Staff Summary

Subject PERMIT FOR ONE DAY EVENT AT THE CORTLANDT STATION
Department REAL ESTATE
Department Head Name JOHN N. LIEBER
Department Head Signature
Project Manager Name ALICIA BIGGS

Date SEPTEMBER 24, 2018
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	9/24/18		x	

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

AGENCY: MTA Metro-North Railroad ("Metro-North")
 PERMITTEE: Town of Cortlandt ("Town")
 LOCATION: Cortlandt Station parking facility, Cortlandt, New York
 ACTIVITY: Use of the parking lot for the Town's "Family Fun Day" event
 TERM: Saturday, September 8, 2018, 2:00pm to 8:00pm
 SPACE: Parking Lots 1 and 2 on the east side of the Cortlandt Station
 COMPENSATION: \$1; payment waived

COMMENTS:

Pursuant to the Board-approved Real Estate Department Policy #25 governing use of railroad facilities by municipal and not-for-profit corporations for non-commercial activities, the Town was granted permission to utilize the east side parking lots at the Location in connection with its "Family Fun Day" event. The rain date is Saturday, September 15th at the same time.

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

Staff Summary

Subject LICENSE AGREEMENT FOR VACANT PARCEL AT BOTANICAL GARDENS STATION
Department REAL ESTATE
Department Head Name JOHN N. LIEBER
Department Head Signature
Project Manager Name ALICIA BIGGS

Date SEPTEMBER 24, 2018
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	9/24/18		x	

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

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

LICENSEE: Bedford Mosholu Community Association

LOCATION: ROW adjacent to the overpass on the southbound platform of the Botanical Garden Station

ACTIVITY: Beautification and maintenance of a vacant, unimproved parcel adjacent to ROW

TERM: 1 year, annual renewals thereafter; mutually terminable upon 30 days written notice

COMPENSATION: \$100 per year

COMMENTS:

Licensee approached MTA Real Estate requesting permission to beautify and maintain the referenced Location. The Licensee has been maintaining an adjacent parcel at the Botanical Garden Station on a month-to-month basis pursuant to an agreement dated April 1, 1990.

Issuance of this license falls under Policy #3 approved in March 1991, and amended January 2004, which authorizes MTA Real Estate to enter into year-to-year agreements.

Staff Summary

Subject ENTRY PERMIT- BATTERY PARKING GARAGE
Department REAL ESTATE
Department Head Name JOHN N. LIEBER
Department Head Signature
Project Manager Name PAUL M. FITZPATRICK

Date SEPTEMBER 24, 2018
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	9/24/18		X	

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

PERMITTOR: MTA Bridges and Tunnels ("B&T")

PERMITTEE: National September 11 Memorial and Museum at the World Trade Center Foundation, Inc. (the "Foundation")

LOCATION: Battery Parking Garage ("BPG"), 56-70 Greenwich Street, New York, New York

ACTIVITY: Access to the BPG for purposes related to memorial services for the 17th anniversary of September 11, 2001 (the "Event")

TERM: 6:00 AM to 8:00 PM, Tuesday, September 11, 2018

SPACE: 50 parking spaces above the ground and first floors of the BPG, and a greeting/check-in area on the ground floor of the BPG entrance at Greenwich Street.

COMPENSATION: \$1.00 payment waived

COMMENTS:

Since 2012, the Foundation has entered into permits granting free parking for up to 50 families of the victims of 9/11 who participate in the Event. The Foundation asked for, and B&T agreed to, the same terms and conditions as in previous years.

The Foundation, with the assistance of the City's Department of Transportation and the New York City Police Department, organized a list of names and a process to check each family in (one parking space for each family). The BPG operator was on hand to ensure the Event proceeded smoothly.

This agreement was entered into pursuant to the Board-approved Real Estate Department policy N^o. 25, permitting short-term agreements with nonprofits.

Based on the foregoing, Real Estate granted a permit to the Foundation for this year's Event on the terms and conditions described above.

Staff Summary

Subject SHORT TERM PERMIT FOR USE OF PARKING SPACES AT THE HARRIMAN STATION
Department REAL ESTATE
Department Head Name JOHN N. LIEBER
Department Head Signature
Project Manager Name ANTHONY CAMPBELL

Date SEPTEMBER 24, 2018
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	9/24/18		x	

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

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

PERMITTEE: Premium Outlet Partners, L.P.

LOCATION: Harriman Station parking facility, Harriman, New York

ACTIVITY: Short term permit for parking spaces at Harriman Station

TERM: 3 days – September 1, 2018 to September 3, 2018

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

COMPENSATION: \$7,098

COMMENTS:

Pursuant to the Board-approved Real Estate Department Policy #26 governing temporary use of station parking facilities by for-profit corporations in connection with short-term parking activities, the Permittee, which owns the Woodbury Common outlet mall, was granted permission to use up to 700 spaces at the Location and to operate a shuttle bus for its employees from September 1, 2018 to September 3, 2018.

Compensation was calculated pursuant to the aforementioned Board policy.

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

Staff Summary

Subject ACCESS LICENSE FOR ENVIRONMENTAL AND GEOTECHNICAL TESTING
Department REAL ESTATE
Department Head Name JOHN N. LIEBER
Department Head Signature
Project Manager Name ANGELA SZU

Date SEPTEMBER 24, 2018
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	9/24/18		X	

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

LICENSOR: South Brooklyn Railway Company ("SBK")

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

LOCATION: 3rd-4th Avenue Yard, Brooklyn, NY (Brooklyn Block 704 Lot 7) (the "Property")

ACTIVITY: Access and onsite staging related to Phase I and Phase II environmental site assessments and geotechnical survey in support of preliminary design of a Revenue Railcar Receiving Facility (the "Project")

TERM: August 28, 2018 to December 25, 2018

SPACE: Approximately 56,095 SF

COMPENSATION: \$1.00, payment waived

COMMENTS:

In support of an accelerated subway fleet replacement plan and to improve reliability of subway passenger service, NYCT's Division of Car Equipment has identified the SBK Property in Sunset Park as optimal for the construction of a new railcar receiving facility. NYCT's current railcar acceptance capacity will be inadequate to accept deliveries projected as early as mid-2021, hence another railcar receiving location will be required.

As part of the order of magnitude feasibility study, environmental site assessments will be required. Geotechnical surveys and analysis will also be conducted during the Term as part of preliminary design due diligence.

Pursuant to the MTA Board Policy # 11 dated November 15, 1999, as amended on February 22, 2010 and November 12, 2013, regarding access agreements required by MTA operating agencies for capital projects, maintenance or repair of operating facilities, SBK has granted NYCT a license for access and staging in support of the Project.

MTA Legal approved the License as to form.

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